

THE
UNITED SERVICE
JOURNAL

AND
Naval and Military Magazine.

1833. PART II.

LONDON:
PUBLISHED FOR HENRY COLBURN
BY RICHARD BENTLEY, NEW BURLINGTON STREET.

355'05

UNI / MI

1833 (PI. 2)

LONDON:
PRINTED BY WILLIAM CLOWES,
Duke-street, Lambeth,

12542 4.2.77.

CONTENTS

OF THE

SECOND PART OF 1833.

	PAGE
Colonies—Their Influence on Maritime and Military Ascendancy	1
The Crisis of Turkey	14
Military Establishments of Germany	18, 190, 355
On the Atlantic Currents	28
Ancient and Modern Romney	35
A Cruise on the Coast of Naples during the late War	41
Siege of Badajoz, 1812	50
British Cavalry in the Peninsula	63
A few Remarks on the Siege of Antwerp, by a Post Captain	71
Royal Naval School	81, 268
Sea Service of his present Majesty	123
Stations of the British Army	124, 273, 422, 569
On the Overland Invasion of India	145
Revised Movements of Cavalry	168, 341
Narrative of Captain Ross's First Voyage of Discovery	180, 325
On Steam Navigation	203, 333
Capture of the Diamond Rock	210
Pay of Officers in India and England	215
Ascent of the Peter Botte Mountain, Mauritius	225
The Bömmerang	231
Examinations at Sandhurst College	268
Parliamentary Proceedings	270, 561
The West India Question as connected with our Naval Superiority	289
The Crisis and Close of the Action at Waterloo (with a Map)	299
Reply to Major Gawler, on his "Crisis of Waterloo," by Sir Hussey Vivian	310
Napoleon and the Peasant	340
Upon the Point-Blank Range of Ordnance	366
Esprit de Corps	368
Debate on Sir Thomas Troubridge	401
Annals of the British Navy	422
Memoir on the Defence of Canada, 1833, (with a Map)	433

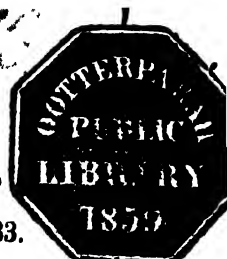
	PAGE
The Port of Hastings, from the earliest to the present time	441
The Failure at Brest in 1694	449
Central America	456
On Military Costume	459
The Jamaica Station	471
James Toggle; a Tar of the Old School	482
On the Utility and Economy of the West India Regiments	492
Barba Yanni,	497
British Surnames	502
Areca Lance Shafts	507
Observations on a proposed Establishment for the Board and Education of the Sons of Naval Officers	510
Jersey, as a Residence for Officers on the half-pay of the Army and Navy	516
Siege Operations at Chatham, 18th June	519
Military Equipments :—Waterproof Cartridges—Sapata—Self-fixing Bayonets	521
Carlos de Ponza's Dispatch of his Victory off Cape St. Vincent	554
Naval Services of Capt. Charles Napier	555
<hr/>	
MEMOIRS of SERVICES—Major-General Sir John Malcolm, G.C.B. and K.L.S., 372; Vice-Admiral Sir E. J. Foote, K.C.B., 379; Lieut.-General the Earl of Pomfret; General Sir Robert Brown- rigg	508
FOREIGN MISCELLANY	380, 525
REVIEWS and CRITICAL NOTICES	87, 282, 384, 527
CORRESPONDENCE from the PRINCIPAL PORTS and STATIONS	97, 241, 385, 529
GENERAL CORRESPONDENCE	106, 249, 594, 539
EDITOR'S PORTFOLIO, or NAVAL and MILITARY REGISTER	121, 265, 401, 553
General Orders, Circulars, &c.	125, 564
Promotions and Appointments	140, 281, 429, 572
Births, Marriages, and Deaths	143, 286, 431, 574
Meteorological Register	144, 288, 576
Notices to Readers and Correspondents	120, 246, 552

393

INDEX.

TO THE

SECOND PART OF 1833.



- ADDISCOTTE, examination at the East India
 Company's Military Seminary at, 403
 • Affairs at Home and Abroad, 121, 265, 401,
 553
 • Agulhas, singular current of the, 33
 Alfred, "Last Words" of W. N. to, 539
 America, Central, some account of, 456
 Anhalt-Bernbourg, military force of, 365
 ——— Cothen, forces of, 366
 ——— Dessau, military power of, ib.
 Annals of the British Navy, 422
 • Anti-slavery party, 291
 Antonio, Port, described, 472
 Autwerp, a few remarks on the siege of, 71
 Appointments and Promotions, 140, 281,
 429, 572
 Army and Navy, Parliamentary proceed-
 ings connected with, 270, 404, 561
 ———, Bavarian, strength of the, 190
 ———, British, stations of, 124, 273, 428,
 569
 ——— Estimates, 274
 ———, General Orders and Circulars to
 ———, 126
 ———, Grecian, 383
 ———, Hanoverian, force of the, 193
 ——— of Baden, 200
 • ———, Prussian, composition of, 18
 ——— of Saxony, 197
 ——— of Wurtemberg, 195
 ——— Reform, pamphlet on, noticed, 233
 • Arca lance-shafts, their efficiency, 507
 • Artillery, French, efficient state of, 76
 Atlantic Ocean, on the currents of, 28
 Atedes, brim of, 459
 Audi alteram partem, 549
 Augusta river, scenery of the, 479
 • Back, Captain, his arrival at New York,
 243
 Badajoz, siege of, in 1812, 50—escalade of
 the castle of, 545
 Baillie, Col., biographical Memoir of, 286
 Baker, Capt., inscription to his memory, 99
 Barba Yanni, 497
 Bayonet exercise, remarks on, 382
 Beamish, Major, his History of the King's
 German Legion, 259, 397
 Berri, Duchess of, delivered of a daughter,
 266
 • Biographical Memoirs of distinguished per-
 sonages—Col. Baillie, 286; Major-Gen.
 Sir John Malcolm, 372; Vice-Admiral
 Sir Edward James Foote, 379; Lieut.-
 Gen. Earl of Pomfret, 508—Sir Robert
 Brownrigg, Bart., G.C.B., 508
 U. S. JOURNAL, No. 57, Aug. 1833.
 Births, 193, 285, 431, 574
 Bommarang, the, described, 231
 Boswell, Capt., his narrative of the capture
 of the Diamond Rock, 210
 • Brenton, Sir J., his remarks on the Royal
 • Naval School, 55
 Brest, the failure at, in 1694, 449
 Bridges, Military, work on, 67
 Brigade Regulations, 341
 Broad, Mr., his remarks on ten-gun brigs,
 119
 Brownrigg, Lieut.-Gen. Sir Robert, memoir
 of his services, 508
 Brunswick Lunenburg, military power of,
 358
 Cabinet Cyclopædia noticed, 239
 Calcavellus, affair of, 397
 Cambridge Association, 553
 Campbell, Lieut., court-martial on, 103, 125
 Canada, Memoir on the defence of, 433
 ———, Upper, prosperity of, 8
 Cane, Thos., on the escalade of the castle
 of Badajoz, 545
 Captain, an odd one, 42
 Carbine and pistol, exercise of the
 Carmarthen, Marquis, his account of the
 attack on Brest, 451
 Carthage, on the supremacy of, 3
 Cavalry, British, in the Peninsula, 63
 ———, Revised Movements of the, 168, 341
 Chamier, Capt., remarks on his Life of a
 Sailor, 258
 Chasse, General, his conduct at the siege
 of Antwerp, 72
 Chatham, correspondence from, 537
 Cinque Ports, incorporation of the, 35
 Cobbett, Mr., speeches of, 404, 414
 Codrington, Sir Edward, his remarks on
 the Royal Naval School, 83—Speech of,
 412
 Coldbath Fields, meeting in, 265
 Coldstream Guards, Narrative of the Cam-
 paigns of, 253, 394, 397
 Colonial slavery, remarks on, 290
 Colonies of Great Britain, importance of, 1
 ——— their influence on our maritime and
 military ascendancy, 1
 Cornwallis, Lord, and the defence of Ire-
 land, 106
 Correspondence from the principal Ports
 • and Stations, 97, 241, 385, 529
 ——— abridged, 263
 • Costume, military, remarks on, 459
 Courts-martial on Capt. Smith, 101, 125—
 on Lieut. Campbell, 103, 125

- Crisis of Turkey, the, 14
 Cruise on the coast of Naples during the late war, 41
 Cumberland Harbour, Jamaica, 474
 Currents of the Atlantic Ocean, 28

 Dalton, Mr., his experiments on steam, 204
 Deaths, 143, 285, 432, 575
 Devonport, correspondence from, 102, 247, 390, 534
 Diamond Rock, narrative of its capture by Sir Samuel Hood, 210
 Dickson, Capt. W. H., correspondence with, 83
 Dirom, extracts from, 161, 162
 Dobson, Sir R., his remarks on the Royal Naval School, 84
 Dom Pedro, affairs of, 123, 267, 385, 401
 Douglas, Sir Howard, review of his work on Military Bridges, 87
 Druid, honourable conduct of her crew, 389
 Dry rot, antidote for the, 249
 Duels, on seconds in, 120
 Dundas's Cavalry Regulations, 169
 Dupin, Capt., on mechanical power, 203

 Eastman, John, on the loss of King's Packets, 258, 537
 Editor's Portfolio ; or, Naval and Military Register, 121, 265, 401, 553
 Egypt, circular from the Viceroy of, 384
 Elliot, Capt., speech of, 416
 Emancipators, a hint for, 552
 Err, Earl of, honour of Hastings conferred on him, 445
 Espeja, reply to, 394, 397
 Esprit de corps, 368
 Esquimaux, tribe of, 185—their manners and habits, 327
 Europe, armies of, 86
 Evans, Lieut.-Col., suggestions of, 145
 Evil and its cure, 384

 Falmouth, Correspondence from, 537
 Finden's Landscape Illustrations to Byron's Works, 239
 Foote, Vice-Admiral Sir Edward, memoir of his services, 379
 Forces, distribution of, 270
 Foreign Miscellany, 86, 380
 Fore Island Point, visit of Capt. Ross to, 184
 Fox, Lieut.-Col., speech of, 419
 Fox, Gen., his eulogium on the British infantry, 309
 Fragments of Voyages and Travels, by Capt. Basil Hall, reviewed, 94, 237
 France, state of affairs in, 380
 Frankfort-on-the-Maine, military force of, 27
 Franklin, Dr., on swimming, 202
 French, their retreat after the battle of Vittoria, 63
 Fulton, Mr., steam-vessel of, 336

 Gawler, Major, reply to, on his "Crisis of Waterloo," 310
 General Correspondence with the Editor, 106, 249, 394, 539
 — Orders, Circulars, &c., 125, 564
 Germany, military establishments of, 18, 190, 355
 — state of affairs in, 382
 Graham, Sir James, speeches of, 408, 409, 411, 561
 Great Britain, remarks on the Colonies belonging to, 1
 Greece, state of affairs in, 383
 Greeks, description of the armour of the, 460
 Grenadiers of Brandenburg, costume of, 464

 Hall, Captain Basil, Third series of his Fragments of Voyages and Travels, reviewed, 94, 237
 Hannibal, expedition of, 147
 Hans-Towns, military force of the, 27
 Hastings Castle, history of, 446—remains of a Roman encampment at, 448
 — men of, their prowess, 445
 — port of, history of the, from the earliest to the present time, 441
 — the Danish pirate, his ravages on the Kentish coast, 442
 Head, Captain, his work on Eastern and Egyptian Scenery, reviewed, 238
 Hesse Cassel, armed force of, 355
 — Darmstadt, troops of, 356
 — Homberg, troops of, 364
 Hindoo-Kho, a mountain-range, 148
 Hohenzollern-Sigmaringen and Hohenzollern-Hechingen, military power of, 363
 Holland and Belgium, affairs of, 121, 267
 Hood, Sir Samuel, his capture of the Diamond Rock, 210
 Hulls, Jonathan, the inventor of steam-boats, 334
 Hyde Park, review in, 266

 India, on the overland invasion of, 145
 Indus, on the passage of the, 150
 Infantry drill and field exercise, revision of, 109
 Inglis, Sir Robert, speech of, 418
 Invalided naval officers and seamen, 545
 Ireland, on the defence of, 106, 398
 Jamaica Stations, the, from the Journal of a Naval Officer, 471
 James Toggle, a tar of the old school, 482

 King's German Legion, History of the, 259
 — Packets, on the loss of, 258, 537
 Koopman, Captain, anecdotes of, 79

 La Picquins, Fort of, carried, 50
 Laurent, Professor, his observations on a proposed establishment for the board and education of the sons of naval officers, 510

- Leith, General, division under, 61
- Leland, extracts from, 37, 39
- Licosa, Cape, described, 45
- Lift of a Sailor, Captain Scott's remarks on it, 115, 258
- Lippe Detmold and Schaumbourg, military force of, 362
- Macao, tabulated result of the register of a rain-gauge at, 288
- Mac Kinnon, Colonel, his Narrative of the Campaigns of the Coldstream Guards, 253, 394, 397, 641
- Malabar, sails for Constantinople, 15
- Malcolm, Major-General Sir John, memoir of, 372
- Marriages, 143, 285, 431, 574
- Mates and midshipmen, mathematical examination of, 245, 390
- Mecklenburgh-Schwerin, regular force of, 359
- Strelitz, military strength of, 359
- Mehemet Ali, advice to, 16
- Memoir on the defence of Canada, 433
- Meteorological Register kept by Captain W. H. Smyth, 144, 288, 576
- Midshipmen, injustice towards, 546
- Midshipman's Journal, 93
- Milford-Haven, correspondence from, 103, 248, 535
- Military costume, remarks on, 459
- establishments in Germany, 355
- fund, on the formation of a, 120
- , general instructions to the, 125
- Miscellany, Foreign, 86, 380
- Monckton, Commander the Hon. Augustus, his death, 432
- Mopsoons, operation of, 29
- Moore, Sir John, remarks on his military opinions, 253, 394
- Murray, Col. and the 18th hussars at Waterloo, 543
- Napier, Captain, succeeds Admiral Sartorius in the command of Dom Pedro's fleet, 401—takes the Miguelite fleet, 554
- his services, 556
- , Colonel, and his cavalry critics, 257—to Sir Julius Hartmann, 542
- Naples, cruise on the coast of, during the late war, 41
- , naval and military establishment of, 383
- Napoleon and the peasant, 340
- Nassau, troops of, 362
- Naval and Military Register, 121, 265, 401, 553
- ceremonies and distinctions, 567
- construction, remarks on, 116
- officers, proposed establishment for the board and education of their sons, 510
- regulations, 133
- Navy, British, 561—annals of the, 422
- Navy estimates, 561
- Newcomen engine, objections against it, 333
- Newenham, Lieut. his remarks on the Royal Naval School, 80
- Oates, Captain, wounded, 52
- Officers, non-commissioned, service of, 131
- , general staff, pay of, 138
- in India and England, comparative pay of, 215
- Oporto, intelligence from, 401, 558
- Ordnance Estimates, 278
- , remarks upon the point-blank range of, 366
- Orlebar, Lieutenant, his "Midshipman's Journal" reviewed, 93
- Owen, Captain, letters of, 406
- Palermo, state of affairs at, 41
- Pantaloons, the, built under the inspection of Captain Symonds, 392
- Pappin, Dr., experiments of, 208
- Parliamentary Pocket Companion, noticed, 239
- proceedings connected with the Army and Navy, abstract of, 270, 404, 561
- Pay, comparative, in England and India, 547
- Peninsula, British cavalry in, 63
- Pensions granted to soldiers on their discharge from the Army, 126
- , permanent ones, 127
- , temporary, 128
- Perkins's steam-gun, 337
- Peter Botta Mountain in the Mauritius, ascent of, 225
- Peters, Colonel, system of, 170
- Picton, General, intrepidity of, 58, 544
- Pignatelli, General, defeated, 49
- Pomfret, the Earl of, some account of him, 508
- Port-Admiral, the, reviewed, 232
- Portsmouth, correspondence from, 97, 100, 119, 241, 243, 529, 530
- , School of Naval Architecture at, 279, 385
- Portugal, state of affairs in, 121, 554
- Portus Lemaus, on the site of, 39
- Promotions and Appointments, 140, 281, 429, 572
- Prussia, military establishment of, 18, 86
- Publications, new, reviews and critical notices of, 57, 232, 384
- Readers and Correspondents, notices to, 120, 264
- Regiments in the West Indies, utility of, 492
- Reminiscences of a Subaltern, 50
- Rennell, Major, on the Currents of the Atlantic Ocean, 28
- Reuss, House of, military power of the, 363

- Reviews and Critical Notices of New Publications, 87, 239, 384
- Revised Movements of the Cavalry, 341
- Reynell, Sir Thos. on the movement of the 71st during the Crisis at Waterloo, 542
- Ringdove launched at Devonport, 392
- Rodney, the, description of, 393—launched, 535
- Romney, ancient and modern, with observations on the Portus Lemanus of the Romans, 35
- Ross, Capt., Narrative of his First Voyage of Discovery, 180, 325
- Rothsay Castle, wreck of the, 117
- Royal Military Asylum, estimate of the expense of, 137
- College, expenses of, 135
- Naval School, remarks on, 84
- , general meeting of, 268
- William, launch of, 103
- Russell, Admiral, despatched to prevent the junction of the Brest and Toulon fleets, 449
- Russia, invasion of, by Napoleon, 146
- Sackhouse, John, the Esquimaux, 182
- Sandhurst, public examination at the Royal Military College at, 269
- Savery, Capt. Thos., invention of, 207
- Saxe-Altenburg, military force of, 361
- Coburg-Gotha, armed force of, ib.
- Memingen, armed force of, ib.
- Weimar, troops of, 360
- Schwarzburg-Sonderhausen, military force of, 364
- Rudelstadt, troops of, ib.
- Scott, Captain, his reply to the author of the "Life of a Sailor," 115, 258
- Sir W., new edition of his Works, 239
- Seamen, British, employed in merchant vessels, 497
- Second, or Queen's Royal Regiment, 551
- Siborn, Lieut., his model of Waterloo, 239
- Sinames, British, remarks on, 502
- Slavery, on the abolition of, 292
- Smith, Captain, Court-martial on, 101, 125
- Smyth, Capt. W. H., Meteorological Register kept by, 144, 288, 576
- Snodgrass, Colonel, his "History of the Burmese War," 149
- Soldiers of the middle ages, description of their dress, 461
- , pensions granted to, on their discharge from the army, 126
- discharged by indulgence, 129
- rewarded for meritorious conduct, 130
- , medical examination of, ib.
- Solignac, General, conduct of, 557
- Soult, Marshal, report of, 380
- Steam, its application to engines of war, 118
- navigation, observations on, 202, 333
- navigation on the Pacific, 458
- Subalterns, on the practice of calling them out to put a regiment through its manoeuvres, 550
- Subaltern, Reminiscences of a, 50
- Swimming, expediency of instruction in the art of, 261
- Sword exercise, remarks on, 172
- Taylor, Lieut. A. J., his ascent of the Peter Botte Mountain, 225
- Tan-gun Briggs, remarks on, 119
- Tea, antidote for the decay in, 249
- Troubridge, Sir T., petition respecting, 404
- speech of, 407
- some account of, 427
- Turkey, the crisis of, 11—affairs of, 554
- Two Years and a Half in the American Navy, reviewed 85
- Uniforms, new, 564
- United Service Proprietary School, on the formation of, 110
- Seminary, suggestions for, 113
- States, prosperity of, 8
- Upper Canada, prosperity of, 9
- Uxbridge, Lord, anecdote of, 313
- Vessels, on propelling, by the action of wheels, 334
- Victory, present condition of the, 241
- Victoria, retreat of the French after the battle of, 63
- Vivian, Lieut.-Gen. Sir Hussey, his reply to Major Gawler on his "Crisis of Waterloo," 310
- speech of, 413
- Waterloo, model of, 239
- , the, launched, 537
- , crisis and close of action at, 29
- , quotations from various writers upon the battle of, 322
- Watt, Mr., steam-engines of, 263
- Waygat Island, whales at, 183
- Wellington, Duke of, on the defence of Portugal, 254
- West India question, as connected with our naval superiority, 289
- regiments, on their utility and economy, 402
- Whale-fishing, described, 189
- White Horse, the, 552
- Widows' pensions and compassion fund, 131
- Wilkinson, Henry, his account of the Bommarang, 231
- William the Fourth, sea service of, 123
- Winds, said to be the causes of currents, 30
- Wines, E. C., review of his Two Years and a Half in the American Navy, 95
- Worcester, Marquess of, work by, 206
- Yorke, Sir Edward, speech of, 413

UNITED SERVICE JOURNAL.

COLONIES.

THEIR INFLUENCE ON MARITIME AND MILITARY ASCENDANCY.

No event in modern history has been made the ground-work of more sweeping conclusions, than the severance from the British crown of the American colonies, whose independence was recognized in 1783. On this single fact, a class of politicians have essayed to found a system of doctrines, whose truth or falsehood it is, to England especially, a point of the last importance to determine rightly. Those colonies, at the period of their combining to throw off the yoke of the mother-country, had, in the opinion of the persons we allude to, risen to that pitch of wealth and intelligence,—attained that degree of political strength and social consolidation,—that it would have been impossible for England, under any circumstances, much longer to have maintained control over them. In a general and more alarming shape, too, the announcement is put forth, that, whenever society shall have reached a similar state of maturity in any of the colonies now belonging to Great Britain, the day will not be distant, when she must again submit to further loss of colonial dominion. It has been attempted, in effect, to introduce among the maxims of political science the proposition, that a colony can be retained in subjection only in its infancy,—only so long, that is to say, as its existence, in a manner, depends on the assistance and protection of a wealthier and more powerful state, while its poverty at the same time prevents any adequate return for such benefits. The moment it rises into importance, and arrives at that point of improvement when the connexion might become really valuable to the parent state, it is asserted, the tie must break,—the colony gain its independence.

Could we, in truth, give our assent to such doctrine, how preposterous should we deem the course of policy our country has now pursued for a period of three hundred years! Even in the reign of Henry VII., Great Britain displayed her eagerness for the acquisition of distant territory; and at so early a date commences her claim to extensive regions in America, founded on the discoveries of Sebastian Cabot. But with what amazing perseverance and success has she followed up her first attempt to obtain colonial jurisdiction! At this moment an eastern population, not far below that comprised within the entire circuit of the Roman empire in its day of widest dominion, acknowledges England's sovereignty,—while her territories in the new world cover a larger space than was occupied by any of the mightiest monarchies of antiquity, and equal in superficial extent nearly the whole of the two Russias. Now, if colonies can remain such only while society there is in an incipient state,—before industry has had time to accumulate wealth, and the arts of civilization to apply it,—

if they are no sooner able to repay the large outlay incurred in providing for their advancement and protection, than with the power they acquire the disposition likewise to make themselves independent,—then it is clear that for three centuries Great Britain has been deeply implicated in a losing game. For the acquisition and preservation of colonial dominion, how many millions have been appropriated to the maintenance of her fleets and armies in all parts of the world! And all this, it seems, without any other return, save perhaps the satisfaction of having contributed to the spread of a really valuable civilization. Had the energies and enterprise of the British population been confined, as far as was possible, within the circumference of the United Kingdom, how far might we have risen above comparison with our present state in wealth, social condition, and political influence!

The conclusion, to which experience would lead on this point, must be found, if at all, by reference to the past history of Great Britain herself. Now, all the information from this source appears, plainly to indicate, that a large proportion of our wealth and power has been derived from our colonies. Indeed, our commercial and naval pre-eminence is to be dated precisely from the time when we first became conspicuous for the extent and importance of our foreign possessions. Previously, nations far inferior to England in internal resources took the lead in the race of maritime and commercial enterprise. Early in the sixteenth century, Portugal had acquired, along with extensive settlements in the East, a monopoly of the European trade with that part of the world. To the almost exclusive enjoyment of the advantages of eastern commerce the Dutch succeeded, who possessed, at the same time, dominions of considerable extent in the New World. The multiplication of means, derived from these two sources, received signal illustration, when this nation, so limited in original population and territory, after bringing to a glorious close a war of half a century with the most powerful monarchy of Europe, could venture, with scarcely an interval of breathing-time, to throw down the gauntlet to England, and commence the desperate struggle, which was to decide the sovereignty of the ocean. It would be difficult to find within the whole compass of history, as it would be scepticism, to require a more convincing proof of the solid value of colonial resources. The contest for maritime superiority, it is true, at length ended in favour of Great Britain, whose naval power has ever since been progressive. But though, for so long a period, no confederacy of rival nations has been able to overthrow or even seriously disturb our supremacy, it ought likewise to be borne in mind, that our maritime strength has increased in no greater proportion than our colonial power. If our navies have long swept every sea,—no enemy risking an encounter, or else paying the penalty of presumption and rashness,—it is equally the fact, that the time is far past, when any nation could compete with England as to importance and extent of external dominions.

As far then as experience can conduct us to a decision on the point under discussion, we may safely assert that the colonial establishments of Great Britain, instead of keeping up a continual drain on her resources, have, in truth, supplied a fertilising stream, whereby the fruits of her industry and enterprise have increased a hundred-fold. When, however, the view is extended to other states, ancient or modern, to discover how the colonial system worked for them, the

difference of circumstances does not permit us to consider arguments, from their case, and applied to that of England, as the evidence of experience strictly understood. In reality, lessons of experience from history, as they are generally entitled, are no more than the probabilities of analogy. But where two nations, having the one leading feature in their character,—a devotion to commerce,—are considered solely in reference to a common point of policy, which necessarily exercised great influence on their respective commercial positions, the inference from so close an analogy cannot but have great weight in determining us, if it be clearly on the one side or the other of our question. We are able, then, to refer to two states,—one eminent in antiquity, the other holding a distinguished place in modern history,—each of which, in its day, led the van in the march of commercial enterprise, and advanced to great political importance, helped on chiefly by a scheme of colonial policy, not widely different from what England has embodied, though on a vastly larger scale.

Carthage could never have lifted her head so high among the great powers of the ancient world, but for the means of elevation she possessed in her colonies. From her political system strike off all those branches, which, no part of the parent stem, grew subsequently out of conquest, and where will be found the tree of empire, that “raised its broad arms ‘gainst the thunder-stroke” of Roman power? The city, with a few miles of adjoining territory, constituted the body of the state. All the rest of the Carthaginian dominions, as they were at first the result of conquest, so continued ever after external appendages, not integral portions, of the empire. Even the large extent of territory along the coast of her own continent, reaching as far as the Atlantic, was nothing else than a series of colonial dependencies on Carthage. Of her settlements in the Mediterranean, Sardinia was the most considerable holding, among the other Carthaginian islands of that sea, a somewhat similar rank to that of Jamaica among our West India colonies. Between historical events, separated by so many ages, it is a more striking analogy, that the first introduction of the Carthaginians into Spain was owing to a commercial intercourse, such as procured the British a footing in India; and that by steps, nearly the same in both instances, the maritime intruders rose to the attainment of territorial dominion and political ascendancy in distant lands. The supremacy of Carthage in the Spanish peninsula was, we are aware, of no long duration; and the blow received there was mainly instrumental to her fall. But let us recollect at the same time that, while to her were opposed the disciplined valour and ardent patriotism of the Roman armies, she was herself obliged, from the dearth of native population, to make use of foreign mercenaries, almost exclusively, in all her military operations. With such an incapacity for success, it cannot be wondered that Carthage at length sunk to the ground before an antagonist, whose iron strength and burning enthusiasm had been formed to victory in a thousand battles. Nay, it is a forcible demonstration of the amount of resources derivable from colonies, that a state, so circumscribed in original dimensions, was yet furnished with the means of holding the empire of the seas for so many ages, and maintaining at last, with the greatest military power the world ever saw, a struggle, renewed at intervals and not decided till after the lapse of a century.

Venice is another state whose history testifies that, for a large proportion of its wealth and power, a nation may be indebted to its colonial appendages. The original territory of this ocean-queen comprised little more than the small islands where she had first seated herself at the head of the Adriatic; but her colonies spread largely along the borders of this sea, through various parts of Greece, and among the numerous islands of the Levant. These were the grand sources of that strength she so often put forth to secure Christendom against the inroads of the Mohammedan. Confined to her first narrow seat, Venice could never have had "her thirteen hundred years of freedom," nor stood at the head of those states which have enjoyed the longest period of independent and extensive power. It was her colonies that so long animated her system with the vigour of youth,—that, in the same spirit with which she had stayed the tide of Saracen conquest, enabled her to stand forth, many ages later, "Europe's bulwark 'gainst the Ottomite." Even so late as the beginning of last century, the Morea still owned the supremacy of Venice; and, but thirty-six years ago, did the Ionian Islands, now under British dominion, cease to be Venetian colonies.

Thus, in the history of Venice, not less than that of Carthage, we have signal proof of the durability, as well as greatness of national power, which has been based on colonial resources. And yet, in each instance, the fabric of empire, which rose so high and swelled to such dimensions, rested on a foundation so narrow, so disproportionate to the superincumbent structure, that the first violent internal commotion, or the first fierce shock of hostility from without, seemed likely to tumble the whole to the ground. We have seen notwithstanding that, down even to our own times, the sceptre of foreign dominion still remained within the grasp of Venice. With regard to Carthage, the stability of her power attracted even the notice of Aristotle, who was at pains to trace back the working of her political constitution through the five hundred years of its previous existence. This profound political philosopher,—a title recognized as his due, even in the estimation of modern self-complacency,—looked on the Carthaginian structure of government, as an almost perfect model; and we, the advocates of colonies, rejoice to find ourselves supported by so competent a judge, in his strongly expressed approbation of a political system, in which the colonial was a prominent department.

Whether, then, we consult the history of Great Britain herself, or of other states, which have stood in analogous situations, the whole weight of evidence from these sources goes to establish the proposition, that colonial dependencies are the grand upholders, the main supports, of commercial prosperity, naval strength, and political importance in maritime nations. The mere acquisition of foreign settlements, does, we know, *presuppose* some degree of naval power; but yet we must insist on the point, that no people ever attained supremacy on the seas but by the help of colonial dominion,—or long retained that supremacy, when once stripped of their most valuable colonies.

There, perhaps, never was a man that made practical use of history to the same extent as Napoleon. No one better appreciated the value of the sentiment, "The thing that hath been, it is that which shall be: and that, which is done, is that which shall be done; and there is no

'new thing under the sun.' No mind was more deeply impressed, or more universally influenced in conduct by the moral truth,—that human nature is in all ages essentially the same; and that the experience of one generation is, in a general sense, a picture of what constitutes the history of every other. It was this conviction that drove Napoleon to the study of history, not as a source merely of intellectual entertainment, but as the storehouse of those maxims of political and military prudence, which, when applied to his own case, and made the groundwork of his own conduct, furnished the elements of unparalleled success. The heroes of Greece and Rome, defeated as they have been in masterly style by the classic writers of antiquity, were the models by which he fashioned his own military character. The career of an Alexander, a Cæsar, was ever before his mind; and he analysed the means of their success with a view to apply the information to the direction of his own conduct in similar circumstances. In like manner, the course which conducted Cromwell to the summit of ambition, defined to Napoleon the path by which he proposed to himself to arrive at absolute power. He would fall asleep, while poetry was read to him in the evenings, Bourrienne tells us; but when the future emperor asked for the "Life of Cromwell," the secretary counted on sitting up late.

That England owed the chief portion of her importance to her colonies, and that by the blow, which stripped her of the most valuable of them, the deepest wound would be inflicted on her commercial and maritime supremacy, was the deliberate and unalterable opinion of Napoleon. Of all the plans of his comprehensive and gigantic policy, accordingly, none so long occupied his imagination, as those by which he hoped to wrench India from our grasp. To this aim pointed the expedition to Egypt. In the plenitude of his power, he still kept his grand object in view; and, once assured of the friendship of Russia by the treaty of Tilsit, his thoughts were immediately turned to Persia, to pave the way for the co-operation of this power in an invasion of our Eastern empire. Did then Napoleon, the correctness of whose deductions from history experience verified in innumerable instances—whose intimate acquaintance with the events of past times proved a sure foundation for the most successful policy that ever was realised—did, we say, the man, who had studied so carefully and so well in the annals of kingdoms the circumstances of their rise and fall, take up an erroneous impression, when he concluded colonial power to be an important element of national greatness? It is difficult to believe that such a mind could have fallen into error on so material a point—one, too, on which the voice of history had pronounced so explicit a decision. Indeed, the events connected with the fall of Carthage lead so directly to Napoleon's opinions on this head, that, at once, his quick and clear perception must have embraced them.

To Carthage the most baneful effects of the first Punic war were, the defection of Sardinia and the alienation of the Sicilian settlements. For these losses, however, Hannibal's subsequent conquests were some compensation: but when that very country, whose complete subjugation had been accomplished so recently by himself—when Spain, the only foreign possession of importance now remaining to Carthage,—had fallen into the hands of her rival, Hannibal's sagacity, not less than of a shrewd politician than an able general, perceived too truly that the

ast hopes of his country were blasted. As long as Carthage retained her hold over her extraneous settlements, she had still left the means of repairing former disasters. The commercial intercourse with them, both a source of wealth, and affording the best opportunity of forming the materials of naval power, might have sufficed to preserve the *stamina* of her maritime and military strength—have afforded the means of creating new fleets and armies in place of those already destroyed. But with her last colony, not only was her naval pre-eminence gone—no longer had she ability even to keep up a military force of any consideration; for, in a state, of a body so circumscribed, the great proportion of the national resources must have been drawn from the external dependencies, and these must have supplied the chief elements of Carthaginian power. How natural, then, for one, who could see the melancholy truth so clearly, the exclamation of Hannibal, when informed, that Spain was in the occupation of the Romans—

Occidit, occidit
Spes omnis et fortuna nostri
Nominis !

In the experience of nations we know of but one instance that can give to the cause of the anti-colonists even the semblance of support. Spain long occupied the rank now assigned to Great Britain, in respect to magnitude and value of colonial jurisdiction. On the incorporation of the Portuguese dominions with the Spanish monarchy, Philip II. had sovereign sway, not only of by far the richest and largest portion of the new world, but of important dominions in the East. Of the latter, indeed, Spain did not very long enjoy the possession; but down even to the period of Napoleon's invasion of her own soil, the Spanish colonies still included the most valuable portions of America. Where then, it may be asked, are proofs of the benefits that flowed to Spain from such ample colonial resources? To this question the answer would be sufficient, that, whatever value we attach to colonies, we never rated them so high as to suppose the mere possession of them would counterbalance the thousand ills arising from a systematic perversion of all the powers of government both at home and in the colonies themselves.

But though every species of misgovernment conspired to stop up the channels by which Spain might have derived from her American possessions wealth almost boundless, it is a great mistake to suppose that, even mismanaged as they were, they were to her of no value whatever. It is a still greater error to consider the colonies as having been a cause of her retrogression. Because Spain first began to sink in the scale of nations, at the very time she was the first colonial power in the world—and because, though still possessed of important foreign dominions, she yet continued to fall—people have been accustomed to connect these two circumstances, her national decline and her colonial eminence, by a relation the direct reverse of that which really subsisted between them. In fact, the only antidote to the ills heaped on the head of Spain by every description of pernicious policy, was, the possession of her American dependencies. But for *their* treasures, the wars which originated in the ambition of Charles V., the bigotry of Philip II., and succeeding monarchs, must have brought on the country not merely decline, but irretrievable ruin. In brief, the baneful measures which proceeded

from the Spanish cabinet during the entire period of the occupation of the throne by the Austrian dynasty, did not *wholly* drain up every source of Spain's prosperity, did not destroy even the *possibility* of regeneration, only, because her settlements in the new world were still able to supply the materials of national greatness. When she gave symptoms of partial revival under the Bourbons—when her arm recovered something of its pristine vigour, and her fleets and armies once more excited admiration or alarm,—it was from her colonies that the means were obtained of renovating her decayed system. If, indeed, to her resulted any evil consequence, immediately connected with the possession of sovereignty in America, it was itself indicative of the amplitude of her resources there, and was one also which arose from a misconception of the advantages of her position. Imagining themselves possessed of an inexhaustible treasury, the Spanish people lost sight of the primal law, “that man must earn his bread in the sweat of his brow;” and neglected more and more those arts of industry which are the foundation of all human wealth, and for the want of which no superiority of natural advantages can make compensation.

Most of our readers, we hope, little require to be convinced that to colonies England owes much of her greatness. By what other means could she have attained her present rank, or put herself at the head of nations far above her in regard to the underived sources of power? Yet, though vastly inferior to Russia, and below even Austria or France in population, territory, and other original means of national strength, the United Kingdom, it must be allowed, does possess within itself enough of these elements to constitute a powerful empire. Were it otherwise, there would not be even plausibility in the doctrine, that “England has become great, not *in consequence of*, but *notwithstanding* her colonies.” To those, then, who may have been struck by the affected philosophy and pointed form of this modern aphorism, it may be of use to be referred to two states, which rose to, and long retained, high commercial and political importance; of necessity, the result of colonial resources, which they had largely at command, and not of any self-derived elements of wealth and power, since of these latter they had, in comparison, nothing. It cannot be said of Carthage and Venice, that they came to greatness *in spite of* their colonies; for without these, their name, confessedly, would never have been heard of among the leading empires of former days. The pointed expression, however, is altogether as applicable to either of those states as to England: but truth has been made many a time to give way to an antithesis.

If, then, colonies do multiply the sources of wealth, nothing more need be said to prove that their state of dependency is fitted to continue, long after civilization has made them consumers of the luxuries as well as necessities of improved society. In particular, with regard to the defection of our American colonies half a century ago, it is absurd to make it a consequence of their high state of social organization and intellectual attainment. If treated with the consideration and indulgence now shown to the Canadas, would not their very intelligence have determined them to remain in connexion with a government, under whose protection they would have been safe, and under whose fostering care they would have made rapid progress? And even if, under such treatment, any considerable portion of the colonists had been disposed to

revolt, can we believe that the good feeling of the remainder, supported by the unanimous determination of the British nation, would not have been sufficient in a short time to restore subordination and tranquillity? It is our deliberate conviction, that the injudicious policy of the British ministry of the time, not only brought on the American revolution, but made it triumphant.

If, indeed, in the case of England and her American colonies there had been any incompatibility of interests; if, to promote the benefit of the mother-country, it had been anywise necessary that her dependencies should submit to loss or sacrifice of any kind, from which a state of independence would have exempted them, then their resistance might reasonably have been calculated on the very first moment, they felt themselves strong enough to dissolve the connexion. Their contented acquiescence ought not to have been expected in a condition where their prospect was that of being the scape-goat at whose expense England was to provide for her own peculiar advantage. Every additional step by which they advanced towards the attainment of greater power must, in such a case, have diminished, in the same proportion, the period of their continuance with us in a state of political subordination. But, in fact, the promotion of the interests of Great Britain was fully compatible with all that was due to the colonies,—nay, the natural tendency of the connexion was, to place each party in a more advantageous position than was attainable by either in a state of separation. Upholding, as we have done throughout this article, the value of colonial appendages, we need not record here our opinion of the immense gain that would have ensued to England from the maintenance of her supremacy over North America unimpaired; and equally assured we are, that the countries now subject to the United States' government, had they still continued under British allegiance, would have realised even a larger share of prosperity than they have in fact enjoyed.

Those who have been taught to consider the rapid advance of the United States to importance as the result of their independence and form of government, would do well to take an estimate of the *simultaneous* progress of the neighbouring portions of the same continent which have remained steadily faithful to Great Britain. It might then be discovered, that the prosperity of the Union could not be altogether owing to political causes, when British America was seen to have improved with even greater rapidity than her republican neighbour. In the year 1769 the total amount of exports from the United States was 2,852,441*l.*; in 1825 it was 22,395,463*l.*, so that the increase in fifty-six years was at the rate of 685 per cent. This certainly is proof of a very rapid commercial progress; but yet we find that the annual exports from the present British North American colonies increased, in the same period, *in a ratio nearly twice as great*, namely that of 1280 per cent. The value of the exports of these colonies, in 1769, did not exceed 225,978*l.*, whereas the amount in 1825 rose to 3,150,057*l.* As far then as the state of commerce may be taken as an index of the general circumstances of a country, the result of an accurate comparison justifies the assertion, that the prosperity of our colonies in North America has proceeded at a pace accelerated almost in a twofold ratio beyond that of the United States. Nor do we come

to a different conclusion, whatever standard be assumed for ascertaining the relative progress of two communities, politically distinct, though contiguous. The internal improvements of the British provinces, whether effected by individual enterprise or the application of public capital, will excite much greater admiration than those in the states of the republic, when the lateness of the period is taken into account at which some of the most advanced districts in British America were brought within the pale of civilization. Previously to the year 1783 there were but a few insignificant French settlements on the banks of some of the chief rivers of Upper Canada, which could not then boast of a single British colony. At present the population of the province is not far short of 300,000, and the face of the country is studded with flourishing towns and villages. It is intersected by numerous canals—some of which, in point of elegance and utility, would lose nothing by comparison with the grandest works of the same description in the United States. The latter do not possess a canal of equal dimensions to the Welland, which connects the navigation of Lakes Erie and Ontario, and admits the largest class of vessels ordinarily used on the former of these lakes. Well-made roads, furnished with frequent post-towns, and rivers which have undergone the necessary improvement for the purposes of steam navigation, afford the means of safe and expeditious communication in various directions between remote parts of the province. Nor are indications wanting of that intellectual progress which is both the noblest result of prosperous civilization and the surest pledge of its stability. A College, on the plan of one of the English seats of the Muses, has been opened in the capital of Upper Canada; and district schools, established throughout the country, secure to the mass of the population the advantages of education. A periodical press, too, is in active operation; and there is an extensive circulation for eight or ten weekly newspapers, conducted with considerable ability.

Already, then, does Upper Canada possess most of the accompaniments of superior prosperity; and even the oldest and most flourishing states of the Union have no other advantage over her in this respect than what results from a denser population, and can only be the work of time. The greater rapidity of progress in the British province is thus evident, inasmuch as many of the republican states had attained high importance even before the commencement of the period within which Upper Canada has acquired everything. Is it not a fair inference, therefore, that the old colonies might, in connexion with Great Britain, have pursued a course still more prosperous than they have done? On such a supposition would they not have been disposed to continue a highly-favoured part of the greatest and most prosperous empire in the world, rather than enter on a new existence, as a second-rate power,—in which capacity it was extremely problematical whether they could realize benefits comparable with those then in their possession? We do not say that such a result, whether as to their external condition or secret inclination, could have followed from a perseverance on our part in the same mode of treatment which actually alienated their affections. But we entertain not a shadow of doubt that if the conduct of the British Government in the colonial department had been always directed by the same spirit which in later times influenced the system of administration of our present North

..

American colonies, all the happy consequences we have imagined would have been verified in fact—our former fellow-subjects on the American continent would have proceeded in a career of unequalled prosperity, and been bound by affection as well as interest to the land of their fathers.

In truth, we have only to examine the causes of the agitation now prevailing in the United States, to discover that, in regard to political circumstances affecting the course of society, the inhabitants of the British provinces enjoy considerable advantages over their neighbours. Have the citizens of South Carolina suffered no grievances to justify their approach to the verge of open rebellion? Have no sufficient reasons existed why the southern states, in general, should array themselves in opposition to the will of the supreme legislature? It is surely natural that a strong feeling of disaffection to the federal government should actuate that portion of the Union which, because it is the weaker, has been made the victim, and left to suffer under laws enacted for the exclusive benefit of the more powerful party. The tariff, in affording protection to the northern or manufacturing states, presses with a double weight on the rising prosperity of the southern or cotton-growing states. The latter, by reason of the prohibitory duties on British manufactures, are not only obliged to pay an exorbitant price for articles largely consumed by them, but, to a certain extent, are deprived of a market for their own produce. A much greater quantity of the American cotton would be imported into England if the United States admitted her manufactures on moderate duties. The southern states must be the more sensible of the oppression, when they look towards the British provinces on the same continent receiving English manufactures, charged only with the trifling duty of two per cent. It may occur to them that they have not gained greatly by ceasing to be British colonies, and incorporating themselves with the Union; and in giving vent to their discontent they have been induced, probably, to assume a bolder tone and attitude, from reflecting on the circumstances which, fifty years since, called into existence the very government which has betrayed its desire, if not to sacrifice, at least to overlook, the interests of a third part of its subjects. The policy of the British ministry, which was made the pretext for the independent union, had little of the oppressive spirit and nothing of the injurious tendency of the measures passed by Congress, under the influence of the northern and to the prejudice of the southern states.

If it be once established as a matter of strong probability that the United States, on the supposition that they had still remained part of the British empire, governed of course in the same conciliatory spirit under which the Canadas have prospered would have outstripped their *actual* progress, no ground whatever is left for the assertion that Great Britain sustained no heavy loss by the revolt of her American colonies. From the maintainers of this paradox we have never heard but one attempt at anything like argument. They bid us take the highest amount of exports in any one year from Great Britain to the United States while under British dominion; and when they exhibit, for the sake of comparison, the average value of the annual exports from the United Kingdom made to them in the present day.

In this mode of arguing the question, it is simply assumed that the whole of the national improvement, and consequently the entire increase

in the demand for British manufactures within the last fifty years, in the United States, are the fruits of their independence. This assumption, however, will scarcely be conceded by those who are persuaded, that the progress of that country in wealth and civilization has had very little to do with its form of government,—who know that in its own natural resources and in the intelligence of its population—an intelligence which is of English birth—it possessed elements of prosperity which would have produced their effect as surely under the despotism of Prussia as under the democracy of the Union. But, further, we hope we have ourselves already satisfied the reader that the United States, if they had never withdrawn from British jurisdiction, would have made even more rapid advancement, and opened, therefore, a still wider field for the enterprize of the British manufacturer than they have in fact done.

We have shown above, by a comparison of the rates of increase that took place, in the interval from the year 1769 to 1825, in the annual exports from the British North American colonies and the United States respectively, that the exports from the former had increased in a ratio nearly double that from the States. If we now examine the comparative increase in the period from 1774 to 1824, in the annual exports from Great Britain to the same colonies and states respectively, the rates of increase will be found, in this instance, to observe much the same proportion as the former—that is, the annual exports from Great Britain to her North American colonies will be seen to have increased in a ratio nearly double that to the United States. According to Moreau's Tables, in 1774 the exports from Great Britain to the United States were 2,316,737*l.*; in 1824 they were 7,997,692*l.*,—the rate of increase thus being 245 per cent.; whereas in the former year, the exports from Great Britain to her North American colonies were 344,551*l.*, and in the latter 1,911,336*l.*, making the rate of increase 455 per cent.

Both the statements we have given, showing the comparative increase, within given periods, of the amount, in the first case, of the exports from, and in the second, of the British goods imported into, the United States and the British North American colonies, respectively, vindicate each other's accuracy. The former represents British America as advancing in her career of commercial prosperity with twice the rapidity of the United States; and from the other statement we learn that the demand for British manufactures in the British provinces has also increased in a two-fold ratio; as compared with that in the territories of the Union.

But the mere consideration that the United States, if still in connexion with us, would probably consume of our manufactures double the quantity they now do, affords us an imperfect idea only of the loss which their independence has inflicted on England. It must not be forgotten how much the United States do to discourage the carriage even of imports from Great Britain in British bottoms: in fact, of the shipping and seamen employed between that country and England, a very small proportion is British. Nay, even while the progressive importance of the commercial intercourse between the two nations has required from year to year a large accession to the amount of tonnage and number of hands occupied in the carrying trade, there has actually been a gradual falling off in the quantity of British shipping and num-

ber of British seamen so employed. Between Great Britain and her colonies in North America, on the contrary, the intercourse has been conducted on British bottoms exclusively; so that the increase of trade has always brought with it corresponding additional employment for British ships and seamen. In 1772 the amount of British tonnage (taking the average of the three preceding years) which cleared out from the ports of the United Kingdom for the United States, was 65,058 tons—for the British colonies in North America, 11,219 tons. In 1824 the average on the ten preceding years gave, for the States 51,118 tons, and for the colonies 277,149 tons. Thus, in the very same period in which the amount of British tonnage employed between Great Britain and her colonies in North America, had *increased in the enormous ratio of 2370 per cent.*, there had been, in the amount of British tonnage, between Great Britain and the United States, *an actual decrease of 21 per cent.* This simple comparison of figures may do more than the most laboured argumentation to convince those who have been ready to doubt whether the prosperity of our shipping interests, ay, even the preservation of our maritime superiority, are in any great degree dependent on the upholding of our colonial dominion.

Of the thousands who might now be able to detect the ministerial error which lost to England her American Colonies, very few can pretend to so much eagacity as would have supplied the want of the last sixty years' experience, or enabled them, in Lord North's situation, to anticipate the result, whether of the obstinacy of government in regard to the old colonies, or of the more conciliatory system which has since been adopted towards the others on the same continent. But though we disclaim all intention of giving a fresh wound to the fame of an unsuccessful minister, for the difficulty of whose circumstances sufficient allowance has not been made, it is, *at this time*, of the utmost importance that the public mind should have a correct apprehension of the results of his policy in reference to America. As concerns the vast and complicated interests of the British colonial empire, the present is a most critical period. We have heard the note of preparation sounded, and are now on the eve of that legislation which is to fix the future destiny of our dominions both in the east and west. The nation, therefore, as well as the nation's representatives, should be impressed with a due sense of the paramount importance to England of the interests which are now at stake. It is this motive which has actuated us in our endeavours to illustrate both the value and the stability of colonial power, and its influence on maritime and military ascendancy,—to prove that colonies are not only fitted to be fruitful sources of national strength and prosperity, but that wise policy may secure a very lengthened possession of them. Thus, in connexion with the question as to the accomplished independence of the United States, a part of our argument was to demonstrate that a twofold error in political reasoning is committed by those who contend that the mother country neither ought to regret nor could have prevented the revolt. We have sought, therefore, to make two points clear:—first, that this event, to a certain extent, closed against England a treasury whence the supplies would have continually multiplied; and secondly, that, but for the short-sightedness of a British minister, such a national loss might have been not merely avoided at the time, but postponed to a period even now distant. •

But, besides the want of forecast exhibited in the civil administration

of our American colonies, on other and somewhat distinct grounds, connected with their revolt, a charge of deficiency in statesmanlike qualities, though not so often preferred, may be equally well substantiated against the British cabinet. At the very time that the measures of ministers were causing undisguised and general discontent in North America, there was a total absence of all provision on their part against the possible, nay, the probable, contingency of an appeal to force by the colonists. When the war of independence commenced, England had scarcely a single fortress of strength on the American continent. Her petty forts and blockhouses, moreover, were in so neglected a state, as to become most of them an easy capture to the enemy. This total want of commanding and defensible positions had a more fatal effect on the efforts of the British arms throughout the whole course of the war than is commonly supposed. It left us without the means of concentrating our resources. We were destitute of a rallying point, about which to collect any formidable combination of military strength. Our troops were necessarily broken up into small detached portions, scattered over a wide continent, and obliged to risk an encounter under whatever circumstances the enemy might present himself. For our munitions of war, we had no posts wherein they might be securely lodged or husbanded for future occasion. Our only chance of ultimate success was thus lost,—that of coolly waiting the opportunity, and making the necessary preparation for a decisive engagement, in which our superiority of discipline would have triumphed, and the enemy have been possibly crushed by one well-directed blow.

To be convinced of the great advantages we would have derived from a few powerful garrisons, eligibly situated in North America, we have only to ask the question,—by what means did degenerate and exhausted Spain hold her American colonies with so tenacious a gripe? From the period of Napoleon's occupation of the mother-country there was little interval till the colonies were thoroughly pervaded by the revolutionary spirit; but for how many years were its utmost exertions unavailing; how often was it crushed in attempting to rise; how frequently brought to the ground from its temporary elevation; and how severe and protracted was the struggle by which it at length released itself from the yoke of Spain? And yet the country which so resolutely maintained her sway over distant and extensive settlements, was for years simultaneously occupied in desperate warfare for the salvation of her own soil. Of this latter contest, indeed, the result was the re-establishment of her independence; but there still remained behind the weakness of imbecile and unsettled government, financial embarrassment, and the exhaustion produced by overstrained exertion. But, with all this destitution of resources, at the end of a period at least as long as had sufficed to make insurrection completely successful in the case of the British colonies, universally throughout the Spanish provinces in South America the royalists were decidedly superior. It was in her strong fortresses, in well-chosen positions, that Spain found a weight of power wherewith to repress so long the spirit of colonial revolution.

THE CRISIS OF TURKEY.

It would be unjust as well as idle, *now*, to compare the talents of the Sultan and of his revolted Pasha by the opposite results of their respective exertions in the career of reform. Reverse the position of the parties, the results might still be the same. Mehemet Ali had no civil war to distract him, no Russia to disturb him;—one of the people, he was aware of the prejudices that could not bear touching; long time a dependent, he knew how to mould contented slaves; a rebel, *in petto*, he bore the good wishes of the liberals of Europe.

Passing over these remote causes of the accelerated decline of the Ottoman empire, and the more immediate lever, the Grecian war, with its disastrous consequences, let us glance at the actual state of the East, and the policy pursued by the powers therein chiefly interested, during the last six months, “big with fate.” Truth obliges us, though reluctantly, to admire the policy of the Russian cabinet,—its intelligible, unvacillating policy, conducive *solely* to Russian grandeur. Alas! poor England!—thou, too, hast men capable of guiding thine energies aright: where are they?—“Echo replies, ‘where are they?’” Thou, too, hast fleets able, as they are willing, to make thy name an umpire in every part of the world: where are they?—Ludicrously sad, but easy, is the answer: one of them has been employed in the Channel, catching “flying Dutchmen;” another off the coast of Portugal, impatiently observing the strife between the modern Polynices and Eteocles; and—bitter mortification!—while *thus* occupied, a *Russian* fleet has taken up the glorious vantage-ground of “blind old Dandolo.” Methought the Queen of Ocean had quitted the Adriatic for the Thames. Has she shifted her berth to the Euxine? Is, henceforth, a barbarian fleet, inspired by her presence, to make

“the waters bound
Beneath it as a steed that knows its ride.”

Where are the ships that smote the Spaniard at Porto Bello—the Dane at Copenhagen—the Corsair at Algiers!—Trembling at the name of Cronstadt. Where is the thunder that made old ocean ring with joy in many a well-fought azure field?—Mute before the growl of the Northern Bear.

What avails it that we have the finest, most triumphant army—the finest, most invincible navy, in the world, if the energies of the former are frittered away in warring on cattle and pigs, and the fame of the latter is lowered in doing honour to every self-styled potentate that chooses to invent a flag to cruise under? Discreditable is the possession of mighty means if only small results are obtained with them.

True to her darling hereditary policy, Russia fearlessly acts, presenting a remarkable contrast to us. We degrade our ancient ally; she supports a constant foe. We, by a hollow neutrality and trivial interference, cause the British name to be distrusted in countries where it has hitherto been venerated; she, by a wise intervention, deciding at once on peace or war, makes her name respected among nations with whom it has ever been a religious dogma to curse it. We encourage each discontented mob (except the Irish) that throws stones at its ruler, however mild he be; she backs an iron-hearted, obstinate

*despot against the organized, military, popular revolt of a princely subject. Justice this time sides, apparently, with morality. England returns evil for good, and loses in consequence; Russia renders good for evil, and is gaining thereby. The motives, respectively, which might and with reason be inverted, we will not probe; for we might as well question the springs of a rich man's charity.

Interesting babes!—ye twin-born in Downing-street, swathed in protocols, nursed by faction, suckled on blood!—ye Belgian and Lusitanian pets!—had ye but forms human, divine, or diabolical—a neck, a breast, an arm—anything whereon to hang a ribbon,—the Czar would give ye all his “orders,” for having so well served his ends. Doubtless, actuated by the infirmity of purpose, which makes men of a certain calibre unwilling to recede from an enterprize once undertaken, our ministers have said, “We will stifle these first, and then we will turn to the East, and cradle that too in our own fashion. And, in order to pave the way for ruling at Constantinople, as at Brussels and Oporto, they appointed an ambassador, who was just the man for *catching a Tartar*.”

As usual, we are too late. We are like the timid gamester, who, while hesitating to risk a stake, sees the die turn up that would have gained him all, then throws his money down. Even so late as six months since, when the game now playing there was only begun, had we had a talented ambassador at the Porte, with authority to act firmly, he might have stretched out his arms to the south and to the north, and have said—“Pasha of Egypt, thus far mayest thou come;—Russians, respect the Ottoman territory!” But—can it be credited?—while the Egyptian was traversing the footsteps of the Macedonian, with the impetus of Tamerlane, defeating army after army, and the Muscovite was linking golden fetters on the Sultan, our Admiral in the Mediterranean had his flag on board of a *frigate*, and our Ambassador at the Porte was *on his way* to Constantinople.

At the eleventh hour, what are we about? With a Russian fleet lord of the Bosphorus, and an Egyptian army approaching Scutari, the question at issue, apparently, being, whether Ibrahim Pasha shall plant his horse-tails in the Hippodrome, or the Sultan be, henceforth, a glass ball in the hands of the Russians—what are we doing?—anything to have a voice in the decision? We are;—our Ambassador is acting “*circumspectly*,” and H. M. S. Malabar has sailed for Constantinople, with twenty pieces of cannon on board for the Sultan—twenty (formerly) 18-pounders, altered to carry 32-pound balls, with newly-invented carriages, which our navy has rejected. Really, the originator of that magnificent present, if serious, must have been reading the “*gentili stravaganze*” of Ariosto, will he fancied that a few English cannon would have the effect of a “*gagliardo paladin*,” in days of chivalry. Allowing the Sultan to be in a prosperous state—the Russians north of the Danube, the Egyptians south of the Desert—such a present (without artillerymen) could *only* be agreeable, for he *has* cannon, excellent ones too; but *now*—the idea of it is jocular,—too jocular to suppose that it has been entertained.

On the contrary, it is whispered that the Malabar merely embarked these cannon as a pretext for a line-of-battle ship going to Constantinople. A pretext!—a Russian fleet in the Bosphorus!!! Let but

the Downs and Lisbon squadrons quit their unprofitable stations and sail for the Dardanelles, with some steamers to tow the ships up in case the wind blow down the Strait, and the Russian fleet will then remain no longer in the Bosphorus than we will it. Our ministers little know the hold they have on Russia, by the power we possess of destroying with ease her fleet and naval establishments in the Black Sea. Keep Russia in fear for that, her truly vulnerable quarter, and we may regain the place in the East which we have suffered ourselves to slide from.

Thanks to the Anglo-Gallic feeling in favour of Belgium and Pedro, Russia has the game of the East pretty well in her own hands: she will soon decide it. She will support the Sultan on his throne for the present, as being the most convenient *locum tenens*, and she will confirm Mehemet Ali in the sovereignty of Syria and Egypt.

But, Mehemet Ali! mark us. Shouldst thou feel gratitude in particular to the Czar for thy new and splendid kingdom, thou wilt be most unjust towards one of our countrymen. Thou art ungrateful in not having already acknowledged his services. We see thee frown,—thy moustaches curl in anger: thou comest indignantly thy beard with thy fingers. Mehemet Ali ungrateful!—We see thee point to Suleyman Bey (the renegade French colonel), whom thou hast made general, and whom thou dost even allow to beard thy son, the victorious Ibrahim;—we see thee point to Boghoz, thy talented secretary, whom thou hast loaded with wealth;—we see thee point to thy Bim Bashis, with glittering jewels on their breasts, and splendid appointments;—we see thee point to thy sleek Capidgis and well-dressed Tartars;—and hear thee exclaim, “Is there a-man that has served me whom I have not rewarded three-fold?” Yea, Mehemet Ali, there is!—that reproach falls on thee on account of a Briton, without whom thy head, with all its white appendages, might ere now have been exhibited in one of those niches, which thou hast seen at the seraglio gate. Nay, start not, Mehemet Ali!—it is true. And being true, thou canst not repay him; but thou mayest show a sense of his merits, which, by viewing them in the wrong light, thou hast hitherto underrated. Take choicest gifts: slaves from Ethiopia, horses from Araby, amulets from Meccā, coral from the Red Sea, tobacco from Gibleh, coffee from Mochla, honey from the Oasis, a giraffe and a mummy,—take all these, and with thy signet ring, lay them at his feet. And, Mehemet Ali! whenever thou recitest the namaz, repeat the mystic word “Navarino,” and, saying, “God is great, and Mohammed is his prophet,” add, “and Codrington was his gerent.” Thus, mighty Pasha thou mayest repay, in part, thy debt to that great chief. We know thou hast hardened thy heart against him because he sunk, rather unfairly, the frigate of thy admiral, Mouhareem Bey; but listen, and thou wilt confess that he far overbalanced that act. Did he not destroy the Turkish fleet? And did not the destruction of that fleet enable Diebitseh to cross the Balkan? And did not that passage fully show to the world the utter weakness of the Porte,—the complete exhaustion of its forces by land and sea,—and its extreme unpopularity? And did not that disclosure enable, and embolden thee to revolt? Could this have happened without “Navarino?” Oh, Mehemet Ali! be wise, be just! Admire the force of destiny, which built a throne for thee from the timbers of thy shattered vessels. Have the name of Codrington, in gold letters, suspended in thy Divan; and call the chief avenue

leading to thy new capital, Damascus, by the name of "Navarino;"—and then thou wilt die with self-approbation.

• But though Russia has the settlement of Turkish affairs *now*, simply because there is not time for any other power to interfere, it does not follow that she should retain the management of them. We may dispute it with her. Even should Russia march troops across the Balkan, at the present crisis, she will withdraw them: she may retain posts about the Gulf of Bourgas—no more. • It would be imprudent for her, and at variance with her deep-laid policy, to attempt, *as yet*, to sit down permanently in Roumelia, exposed to the machinations and hostility of the jealous, talented Christian tribes who people it, and who would soon hate their new masters more than their old ones: for the Christians of Turkey enjoy too much freedom (no conscription, no police, no quarantine, with free trade) ever to submit patiently to a grinding military despotism. In the meanwhile we should take a part. We may be certain that the Porte, though constrained to ask assistance of Russia, on account of no other power being able or willing to aid her, would infinitely rather be beholden to any other. We should assist the Sultan in reorganizing his empire; and for that purpose, we should have an Ambassador at the Porte, well-acquainted with the character of the Easterns,—with, too, a suite of practical men. The army should be the first thing to be considered. It should be regulated with deference to the tastes and prejudices of the people, as we have successfully practised in India; and the Sultan should be strenuously counselled to give Christian officers commands, so as to form it at once, and give it a healthy tone, until native officers could be formed. Unwillingness on the part of the Sultan to employ Christians in any higher posts than those of instructors, wherein, from a total want of authority, they could effect no good, has been a principal cause of the failure of the Nizam Dgeditt. Some of the ancient customs of Turkey, relating to internal policy and commerce, are not bad: they should be made use of and improved on, in preference to trying experiments. Above all, care should be taken in introducing Frank customs to veil them,—to shroud them with a feradjeh,—a caution which Mahmoud II. has totally disregarded in his reform, thereby rendering himself little better than an infidel in the eyes of orthodox Mussulmen; a circumstance that has greatly contributed to Mehemet Ali's success. The Sultan should also be recommended to encourage emigration from the Christian countries of Europe, affording, of course, every facility to the settlers. The emigrants would be most advantageously placed. The fertility of Turkey, and its capabilities in trade, manufactures, and mining, are well known. • Such an emigration would be a great relief to part of Europe. Germany and Italy would certainly profit by it; France and England might, though, from the latter country, distance would be an objection; and the French have plenty of room at Algiers. Even at the present day, owing to the comparative lukewarmness of the Osmanleys about religion, and to their daily witnessing Christian superiority, public spirit in Turkey in Europe takes rise principally from its Christian population. How much more would it do on being increased by emigration! The Osmanleys would soon become innately tolerant, as well as exteriorly so; and the race of Othman, at present christianly inclined, might deem it wise to hear mass for the sake of the "lower

empire;" if it did not, it would probably think it prudent to retire to Russia, leaving Stamboul to the king of Greece.

Turkey in Europe must become essentially Christian, and have a Christian ruler. It only remains to be seen who is to have the moulding of her destinies. Great Britain can and ought to do it. If she abstain from the task, Russia will undertake it. And when Russia has got possession of the Turkish provinces in Europe, on what tenure will the throne of Greece be held? That throne,—token of sorry policy,—to raise which, Turkey, England's ally, was ruined; and Russia, her rival, aggrandized to an extent she could not otherwise have attained in half a century.

MILITARY ESTABLISHMENTS OF GERMANY

No. IV.

PRUSSIA

Composition of the Army.

THE Prussian army may not inaptly be termed "a school of military instruction for the whole nation," every subject of the kingdom being required to perform a limited period of service in its ranks.

It is not intended to enter into a minute detail here of the peculiar system by which the military power of Prussia is sustained, lest the observations which it would be necessary to introduce in explanation of the subject, might seem to trench inconveniently upon a memoir that appeared in one of the earliest numbers of this Journal, wherein the resources of Prussia are in part developed with much exactness.

Upon this portion of our survey it will suffice, therefore, briefly to observe that every able-bodied man in the country, from the age of seventeen to fifty, is available for military duty.

At twenty a native of Prussia enters the regular army for a space of three years, unless favoured by a regulation subject to certain conditions; limiting his period of service to only one year.

From twenty-three to twenty five, inclusive, he belongs to the war-reserve, whence he enters the first ban of the landwehr, and continues in it until the expiration of his thirty-second year, he is then required to serve another seven years in the second ban of the landwehr.

After the fortieth to the fiftieth year, he ranks in the landsturm, or *levée en masse* of the whole population, which further includes those individuals between the ages of seventeen and twenty, who are able to bear arms, but who do not volunteer in the army of the line.

One corps of guards, and eight army corps, two of which form an army division, constitute the permanent force of the kingdom. They are distributed through the several provinces in the following order —

Corps	Provinces	Hedquarters	Officers commanding
Corps of Guards	—	Berlin	Gen. of Infantry Duke Charles of Mecklenburg
1st Army Corps	{ East & West } Prussia	Königsberg	Lieut.-Gen. von Natzmer
2d " "	Pomerania	Stettin	General H. R. H. the Crown Prince.

3d	„	Brandenburg	Berlin	Lt.-Gen. H.R.H. Prince William of Prussia (son of the king)
• 4th	„	Saxony	Magdeburg	Gen. of Infantry von Jagow
5th	„	Duchy of Posen	Posen	Lieut. Gen. von Grolman
6th	„	Silesia	Breslau	Gen. of Cavalry Count von Zieten, G.C.B.
7th	„	Westphalia	Munster	Gen. of Infantry Baron von Muffling, K.C.B.
8th	„	Lower Rhine	Coblentz	Gen. of Cavalry von Borstel.

An army corps comprises—

Two divisions, each containing a brigade of infantry and one of cavalry,—
two regiments respectively.

One reserve regiment.

One battalion of chasseurs, of two companies.

Two brigades of landwehr, comprehending four regiments of infantry, and
twelve squadrons of cavalry.

One brigade of artillery.

A detachment of pioneers.

A company of workmen.

One reserve landwehr battalion.

One „ „ „ „ squadron.

Four garrison, two division garrison, and

Two invalid companies.

One command of gendarmerie of the army.

INFANTRY.—*Strength and Formation.*

The corps of guards consists of—

Two regiments of foot guards and two of grenadiers (Emperors Alexander
and Francis).

One Neuchatel battalion of chasseurs or riflemen.

One battalion of chasseurs.

One reserve regiment.

Four landwehr regiments of infantry.

One battalion and one squadron of instruction.

A company of non-commissioned officers.

Four garrison,—two division and two invalid companies.

One supernumerary company of invalids, at Potsdam and Werder.

A brigade of artillery, with a pioneer detachment, and a company of work-
men.

Besides the above there are, as will be shown presently, six regi-
ments of cavalry of different denominations, including two of land-
wehr.

The infantry of the line reckons forty regiments, with eight regi-
ments of reserve, four detachments of chasseurs, and four of riflemen,
each consisting of two companies. (Whatever distinction prevails
between the chasseurs and rifle corps must be regarded as rather
nominal than real, the duties and general equipment of these troops
being precisely similar.)

Thirty-two regiments of provincial landwehr, and four combined re-
serve landwehr regiments.

With the exception of the reserve regiments, which possess two mus-
keteer battalions only, every infantry regiment in the service contains
three battalions,—two musketeer and one fusileer, or twelve companies

of 501 men each. In the corps of Guards, the musketeer battalions are named grenadiers.

Uniform.—The whole of the infantry is dressed in blue, with two rows of yellow metal buttons, red collar and facings, red skirt linings, and turn-backs; grey cloth trowsers, with a red cord down the side seams; but in summer, white linen, with ankle gaiters, in one; half boots.

The dress of the landwehr is distinguishable from that of the troops of the line by a light-blue binding upon the coat-collar, and light-blue skirt linings and turn-backs, with a red edging or border.

Both the line and the landwehr wear the number of their respective regiments raised in cloth upon the shoulder-straps; and these vary in colour, denoting the army corps to which the regiments belong.

1st army division, composed of 1st and 2d army corps, white shoulder-strap.

2d	.	.	.	3d and 4th	„	red	„
3d	.	.	.	5th and 6th	„	yellow	„
4th	.	.	.	7th and 8th	„	light-blue	„

The first army corps of each army division has white, the second red binding. The reserve regiments belonging to them wear in the first yellow, and in the second yellow cuff-flaps, with a red border.

The chasseurs and riflemen are dressed in green, with a red binding upon the coat-skirts. The chasseurs have red and the riflemen black collars and facings.

The leather cross-belts of the musketeer battalions are white, but those of the fusileers, chasseurs, and rifle-corps are black. The same regulation is observed in the landwehr regiments, the first two battalions wearing white, and the third black cross belts. However, the reserve combined regiments of landwehr wholly adopt black leather belts.

The shakos of the infantry are mounted with white cords and tassels. The 1st to the 12th regiment inclusive, wear the royal initials surmounted by a crown in brass; the 13th to the 40th are distinguished by broad brass bands; and the landwehr regiments by a cross in the centre of their shakos.

The two regiments of foot-guards are recognised from the troops of the line by a long black feather and a star upon the shakos, and further by two narrow white worsted lace bars at each side of the coat-collar. The grenadier regiments of the Emperors Alexander and Francis wear long black feathers and the royal eagle on their shakos, with the appropriate imperial cypher upon the shoulder-strap.

The four landwehr regiments of the guard have merely the worsted lace bars on the collar without binding, long feathers and the landwehr-cross in a star upon their shakos.

— The 1st regiment of foot guards, when in garrison, wears grenadier caps; the 8th infantry regiment of the line, named Body Regiment, is distinguished by the long black feather; and the 1st and 34th regiments, by a shield of honour on the cap.

The chasseurs and rifle corps also adopt the long black feather, and wear the number of the detachment upon the shoulder-strap.

The distinguishing marks of the foot-guards, as already described, apply in all respects to the dress of the chasseurs and rifle corps forming part of that body.

The reserve landwehr regiment of the guard is dressed like the guard landwehr, but with shoulder-straps of different colours; thus—

1st and 2d companies, white shoulder-straps.
 3d and 4th " red "
 5th and 6th " yellow "
 7th and 8th " light-blue "
 The staff wears yellow.

The whole of the infantry is armed with muskets and bayonets, and short sabres. The chasseurs and riflemen carry rifles, with hangers (*couteaux de chasse*) in the shoulder-belt.

CAVALRY.—*Strength and Formation.*

This force is composed of—

Heavy	}	10 Regiments of Cuirassiers, including a Regiment of Life-Guards, and one of Guard Cuirassiers.
		5 " Dragoons, including one Dragoon Guard.
		10 " Lancers, including two Landwehr Regiments of the Guard.
		13 " Hussars, including one Regiment of the Guard.

A Squadron of Instruction.
 36 Provincial Landwehr Regiments.
 1 Guard Reserve Army, and
 9 Army Gendarmerie Commands.

Each regiment of the line has four; the landwehr regiments three; and the combined reserve regiments, two squadrons of about 120 sabres.

Uniform.—Cuirassiers—white jackets, coloured collars, facings, and turn-backs; two rows of metal buttons; white shoulder-straps; grey cloth overalls; white leather belts; helmets; long straight swords; and pistols.

Regts.	Chiefs	Collars and Facings.	Buttons.
Life Guards	The King	red	white *
Guard Cuirassier	vacant	smalt blue	white *
Regts.	Chiefs	Collars and Facings.	Buttons.
1st Prince Frederick of Prussia	}	black with a white binding	yellow
2d vacant		scarlet	white
3d "		light blue	"
4th Prince of Orange		orange	"
5th General von Borstel		rose	yellow
6th Emperor Nicholas		dark blue	" †
7th Grand Duke Michael of Russia		lemon	white
8th vacant		dark green with a white binding	yellow

Dragoons.—Light blue jackets, with a double row of buttons; different coloured collars, facings, turn-backs, and shoulder-straps; grey cloth overalls; white leather belts; shakos; sabres, carbines, and pistols.

Regts.	Chiefs.	Collars and Facings.	Buttons.
Drag. Guards		red	yellow †
1st Prince Albrecht of Prussia		"	"
2d Prince William of Prussia		black	"
3d vacant		rose	white
4th "		white	yellow

* A star upon the helmet, in front. † Imperial initial on the shoulder-strap.
 Star on the shakos, with a white plume.

Hussars.—Pelisse and dollman of different colours, with black fur trimmings; yellow or white lace and buttons; coloured sash. The regiment of Hussars of the Guard, scarlet,—the 2d, 4th, 8th and 10th, light blue cloth,—the others, black cloth shakos, with a death's head upon those of the 1st and 2d regiments. The shakos, when covered, have the number of the regiment (if of the line) painted upon the covering. Grey cloth overalls; black leather belts; carbines, sabres, and pistols.

In the dragoon and hussar regiments, a few men of each squadron carry rifles, instead of carbines.

Regts.	Pelisse and Dollman.	Lace and Buttons.	Sash.
Guard Hussar	dark blue	yellow	yellow
1st	black	white	red
2d	"	"	black
3d	dark blue	"	red
4th	dark brown	yellow	yellow
5th	dark blue	"	blue
6th	green	"	red
7th	black	"	"
8th	dark blue	white	light blue
9th	smalt blue	yellow	smalt blue
10th	dark green	"	light blue
11th	"	white	red
12th	smalt blue	"	smalt blue

Lancers.—Dark blue jackets, red collars, facings, and turn-backs, with a red cord down the sleeve and jacket seams; coloured scale epaulettes; grey cloth overalls; white leather belts; czapkas; lances, with black and white flags; swords and pistols.

In the 1st and 2d regiment of the Lancers of the Guard (landwehr), the staff wear scarlet; the 1st squadron, white; the 2d, red; the 3d, yellow; and the 4th, light blue collars and facings. The first regiment, white; the 2d, yellow buttons and lace: upon the czapkas and epaulettes, the star with the landwehr cross.

Regts.	Epaulettes.	Buttons
1st and 5th	white	1st yellow—5th white
2d „ 6th	red	2d „ 6th „
3d „ 7th	yellow	3d „ 7th „
4th „ 8th	light blue	4th „ 8th „

The landwehr cavalry, in arms and equipment, resembles the lancers; but with different-coloured collars and facings in each army corps, as described beneath. The number of the regiment is placed upon the shoulder-straps, which are of a light blue colour.

1st Army Corps,	red collar and facings, with white buttons
2d „	white „ yellow
3d „	red „
4th „	light blue „
5th „	yellow „
6th „	„ white
7th „	white „
8th „	light blue „

The army gendarmerie serve as orderlies to the generals and other

officers commanding in chief; and also form a *dépôt* of guards, who are attached to the staff of the army on service in war-time.

- Besides these gendarmes, each corps has a command of guard reserve gendarmerie.

Uniform.—Dark green jackets, with a single row of metal buttons; red binding; green turn-backs; smalt-blue collars and facings, with a red binding; grey cloth overalls, with a red cord down the side seams; helmets; white leather belts; epaulettes. The gendarmerie belonging to the corps of guards, and the guard reserve army gendarmerie, both wear the distinguishing star of the guards upon their helmets. The last, likewise, has it upon the epaulettes, with two yellow bars upon the jacket collar. The gendarmes of the other corps d'armée have only one bar, and the number of the corps upon the epaulettes.

• ARTILLERY.—*Strength and Formation.*

This important branch of the service is thus organized. It consists of one brigade of artillery of the guard, and eight brigades (being one to each army corps) each comprising three divisions, and one company of workmen of 70—120 men.

A brigade of artillery is composed of—

			Number of Pieces.
Three 12-pound batteries of	6	12 lbs. cannons	} 24
"	2	10 lbs. howitzers	
Three mounted batteries of	6	6 lbs. cannons	} 24
"	2	7 lbs. howitzers	
One 7-pound howitzer battery of	8	7 lbs. howitzers	8
Five 6-pound foot batteries of	6	6 lbs. cannons	} 40
"	2	7 lbs. howitzers	
Total number of pieces			96

Twelve out of the fifteen companies forming a brigade, serve the batteries; the three remaining are ordered for garrison artillery duty in the fortresses.

The following carriages are attached to the service of each battery. To every 12-pound cannon, one ammunition-waggon; and to each 10-pound howitzer, two grenade carriages. In the 6-pound batteries, one ammunition-waggon serves two guns; and one grenade-waggon, a 7-pound howitzer. In addition to these, each battery is accompanied by a forge-cart, and two store-waggons.

The 12-pound cannons and the 10-pound howitzers are drawn by eight horses: all the other described guns and waggons have only six.

Uniform.—Blue, with black cloth collar and facings, with red binding, and skirt turn-backs; red shoulder-straps, with the number of the brigade on them; yellow metal buttons; shakos, with three brass hand grenades, one in front, and one at each side, white cords; white leather belts; and infantry swords.

The mounted artillery wear jackets and sabres like the cavalry; and shakos of the same pattern as the foot artillery.

The artillery of the guard has yellow worsted lace; red cords, and a star on the shako. The mounted, white,—and the foot, black horse-hair plumes.

The train comprises—

- 1st Those train men ordered from the troops of the line.
- 2d The train soldiers and workmen of the train columns.
- 3d The train soldiers of regiments.

Uniform of the 1st.—Blue jackets and turn-backs, with a light blue border, light blue collars, facings, and shoulder-straps, with the number of the army corps; a single row of white buttons. In the guards, two narrow white worsted bars on the collar.

The 2d.—Blue jackets, blue skirt turn-backs, with a light blue border, light blue collars and shoulder-straps, with the number of the army corps on the latter. In the guards, one white bar upon the collar.

The 3d.—Same as the second, but with plain jacket skirts, without binding; the shoulder-straps, with a number or a cypher showing the troop division.

CORPS OF ENGINEERS.—*Strength and Formation.*

The engineer and pioneer corps are united in one, in as far as the officers appointed to the pioneer service being taken from the corps of engineers. The engineer corps is separated into three inspections, with a general or staff officer of rank at the head of each, as engineer inspector.

Each of the three engineer inspections occupies those fortresses coming within the superintendence of two inspectors of fortifications; and, in like manner, three pioneer detachments with their officers, are subject to one pioneer inspector.

All the fortresses of the kingdom are partitioned into six fortification inspections; therefore, three pioneer inspections, each containing three detachments, form in all nine.

One pioneer detachment belongs to every army corps, and is recruited from it. The detachment consists of two companies, subdivided into three unequal sections of sappers, miners, and pontonniers.

Uniform.—Blue, with black collars and facings, red bindings, red shoulder-straps, with white metal buttons. The respective army-corps are distinguished by the number on the shoulder-strap. The pioneers of the guards have a white worsted bar on the collar. The pioneer-corps wears black leather cross-belts, carbines with bayonets and fascine knives; shakos the same as the infantry of the line. In the guards the black feather and star are adopted.

GARRISON TROOPS.—*Strength and Formation.*

Every regiment of the line with the exception of the reserve regiments has a garrison-company for the employ of half-invalided soldiers. Each brigade of cavalry, as also, the half of every other description of arm (combined) composing an army-corps, has a corps attached under the denomination of garrison division-company.

Besides the above enumerated, there is a company of non-commissioned officers of the guards, composed of picked men from the guard garrison companies, who are appointed to the custody of the royal palaces.

Uniform.—The same as the infantry regiments of the line, but with

white buttons and black leather cross-belts, and the number of the regiment upon the shoulder-strap. The division companies have a D, with the number of the division.

The company of non-commissioned officers of the guards, instead of shakos wears grenadier caps. The uniform is blue, ornamented by eight broad white lace bars, red collar, facings, and turn-backs bound with a silver cord; white shoulder-straps, with the royal initials.

Standards:—Black and White.

Military and Civil Decorations.

Black Eagle.

Red Eagle, (4 classes,) the second with and without a star, the third with and without a loop.

— "Pour le Mérite."

Iron cross (2 classes,) and a Grand Cross.

Cross of Malta.

General Medal of Honour.

Military Medal of Honour (2 classes)

Medal for those who fought in the campaigns of 1813, 1814, and 1815.

Medal for those who were not engaged.

Medal of service for officers.

Ditto ditto for non-commissioned officers and soldiers, (3 classes.)

Medal of honour for the Principality of Neuchatel.

Fortresses.

Pillau—East Prussia.

DANTZICK, with fort of Weichselmünde,	} West Prussia.
GRAUDENZ,	
THORN,	

POSLN—Grand Duchy of.

SPANDAU,	} Princesdom of Brandenburg.
KUSTRIN,	

STETTIN, with alt Damm,	} Duchy of Pomerania.
KOLBERG,	
STRALSUND,	

MAGDEBURG,	} Duchy of Saxony.
TORGAU,	
WITTENBERG,	

ERFURT,	} Duchy of Silesia.
GLATZ,	
SCHWEIDNITZ,	
SILBERBERG,	
GLOGAU,	
NEISSE,	
KOSL,	

MINDEN—Westphalia.

WESEL,	} Lower Rhine.
COLOGNE, with Deutz,	
COBLENTZ, with Ehrenbreitenstein,	
SARLOUIS,	
JULIERS,	

N.B. The places whose names are in small capitals are fortresses of the first class; the remainder are of the second.

Principal Depôts of Military Stores.

Arsenal—Berlin.

Artillery Depôts—Berlin, Spandau, Kustrin, Stettin, Kolberg, Stralsund,

Magdeburg, Wittenberg, Torgau, Erfurt, Breslau, Schweidnitz, Silberberg, Glatz, Glogau, Kosel, Minden, Wesel, Dusseldorf, Cologne, Coblenz, Treves, Saarlouis, Juliers, Königsberg, Pillau, Dantzick, Graudenz, Thorn, Pozen.

Cannon Foundries—Berlin, Dantzick, Breslau, Neisse, Gleiwitz, Deutz, Sayn.

Ball Foundries—Berlin, Gottow near Luckenwalde, Crossen and Vitz near Kustrin, Gleiwitz, Sayn.

Manufactories of Small Arms—Berlin, Dantzick, Spandau, Potsdam, Suhl, Neisse, Saaren, Malapane, Burg, Essen.

Sword-blade Manufactory at Solingen.

Train Depôts—Berlin, Posen, Kopenick and Bishoffwerder near Liebenwalde, Magdeburg, Breslau, Münster, Ehrenbreitenstein.

Powder Mills—Berlin, Dantzick, Oliva, Schleusingen, Reichenstein, Weisritz, Neisse, Meinerzhagen, Hülchenbach.

CONTINGENT.

Prussia, in a season of war, is engaged to furnish to the military force of the Confederation of the Rhine, a contingent of 79,234 men, which forms the 4th, 5th, and 6th corps of that army.

Statements, differing from each other, having appeared from time to time, in a design to show the extent of the military power of Prussia, we shall proceed to lay before our readers an estimate of the ordinary numerical strength of the Prussian army, and of the amount of force which could be made effective on an emergency; an estimate which, it is conceived, does not widely miss the truth, even if it be not as perfect as a calculation of the kind can be, which depends in a measure upon the fluctuations and changes of population returns.

It will be collected from the foregoing survey, that the strength of a Prussian army corps reaches nearly 13,000 men, a computation which gives a total of 117,000 men to the nine corps, forming the permanent force of the kingdom, and which are composed, as before stated, of men from the age of twenty to twenty-three years. The war-reserve being augmented every year by a third part of the regular army, who remain in it two years, and consisting of men from twenty-three to twenty five, necessarily comprehends 78,000 men, a number equal to two-thirds of the standing force, thus bringing the army complete with the war-reserve, to an effective of 195,000 troops.

The amount of the male population of Prussia is reckoned at about 6,500,000, which shows that a levee of three in a hundred on the male inhabitants is required to fill the ranks of the army, and its reserve; whence it may be deduced, that the service in the landwehr, which comprises a period of fourteen years, namely, from 26 to 40, is equivalent to an enrolment of eight per cent. of the male population, or 520,000 men. It results, therefore, according to this view, that Prussia, under the actual organisation of its military means, can command an armed force approaching the enormous number of 715,000 men: but in offering this statement, it is clearly to be understood, that no opinion is expressed as to the practicability of rendering this mass of men moveable, or available for war.

No. V.

THE HANSE TOWNS.

The military force of these associated cities, amounting to 1250 men, is composed of half a brigade of infantry, of which Bremen, amongst whose troops is a detachment of riflemen, and Lubeck, furnish two companies respectively, Hamburg contributing a battalion of infantry of six companies, two squadrons of cavalry, and a battery of artillery.

The uniform is green, with red collars and facings; shakos with white cords, yellow metal buttons, black leather cross-belts, muskets, bayonets, and sabres.

The cavalry, comprising two squadrons of lancers, wear green kurtkas, with crimson collars, facings, and turnbacks; green overalls, white czapkas, white leather belts, and scale epaulettes; swords, pistols, and lances, with white and red flags.

The battery of artillery is composed of four six-pound cannons, and one seven-pound howitzer of Prussian calibre, and draught of horses. The uniform consists of a blue coat, with black collar and facings, shako, and sword.

Hamburg contains an arsenal and a dépôt for warlike stores.

A medal for the campaigns of 1813 and 1814 is the only decoration belonging to these towns. The contingent of troops which they collectively furnish to the army of Germany, as members of the Confederation of the Rhine, amounts to 2090 men, forming a part of the 10th corps; and the following is the proportionate number of troops raised by each town, Hamburg, 1298; Bremen, 385; Lubeck, 407.

Standards:—White and Red.

No. VI.

FRANKFORT ON THE MAINE.

This free city maintains one battalion of infantry, of one rifle and four fusileer companies, besides a local force, or town-guard, of three battalions, one squadron of light cavalry, and a battery of artillery, comprising six 6-pound guns, and two 7-pound howitzers, in all about 300 men. The uniform is blue, with red collar and facings; white metal buttons, blue trowsers, shako, with white mountings; white leather cross-belts; musket, bayonet, and sabre. The riflemen have green ornaments upon their shakos; black leather cross-belts, rifles, and hangers.

Frankfort furnishes a contingent of 473 men in a season of war to the army of the Germanic Confederation, forming a part of the 8th corps. The quota of auxiliary troops which this city engaged to furnish in 1815, to the army of the Upper Rhine, for the defence of the common cause, amounted to 750 men.

A medal is worn for the campaign of 1814.

Standards:—White and Red.

ON THE ATLANTIC CURRENTS.

THE mysterious power by which the circumambient body of water is maintained in motion, has been a source of wonder to philosophers in all ages, and there have been but few who have grappled the subject with success. The ancients left little but what may be smiled at; and, except in the department of tides, the moderns had, till lately, done little more. Varenus published some sensible observations on the progressive direction of currents, and distinguished between those which are constant, and others which are periodical. Governor Pownall and Sir Charles Blagden illustrated the Gulf Stream with great ability, at a time when half the semi-educated were receiving St. Pierre's fusion of the polar ices as the certain cause of all the observed phenomena; and Humboldt's philosophical investigations forwarded, in no small degree, the inquiries into that intricate subject.

But among all the "labourers" in this difficult department, no name stands more distinguished than that of the illustrious geographer, Major Rennell—a man whose whole life was devoted to the interests of science. The well-known researches of this intelligent officer on the Indian rivers; his examination of the great Agulhas stream, and his detection of the dangerous current off the entrance of the British Channel, now emphatically designated "RENNELL'S CURRENT," had long since established his character as an able hydrographer; and we have now to give an opinion of his posthumous work—"On the Currents of the Atlantic"—recently published by his daughter, Lady Rodd*. The venerable author had nearly completed this immense undertaking some time before his death, but he continued, to the last, laying down on the singularly elaborate sheets which form the Atlas, the multiplicity of observations which he industriously collected from all quarters. Owing to his cause we have to regret that he did not himself publish the work, in order to a more studied arrangement, and even curtailment of its materials. But with all its imperfections on its head, it is of the highest importance to navigators, as well as deeply interesting to philosophers; and the fact that it has been edited by the industrious Mr. John Purdy, so well known as a principal pioneer to the present enlarged system of hydrography, is a warrant of its value.

The secret and often insidious influence of oceanic currents, as well as their general causes, had long been practically known to seamen; but it was not till after the use of chronometers had been introduced into ships, and navigators had become *lunarians*, that their direction and velocity could be approximated; and even now their localities and variations are not minutely ascertained. Few, if any, parts of the ocean are totally neutral with regard to currents, both those in which the body of waters is impelled, and the *drifts*, or those whose surface only is actuated by the winds. The velocity with which some of these *set* would scarcely be credited but for the excellence of the authority on which it is given. Thus, among other instances cited by the Major, a ship in the Equatorial current, in June and July, was set, in five

* An Investigation of the CURRENTS OF THE ATLANTIC OCEAN, by the late Major James Rennell, F.R.S., &c. 8vo. with an Atlas. 1832.

consecutive days, 297 miles; and between 3° N. and $4\frac{1}{2}^{\circ}$ S., the same ship was set, before she could extricate herself from the Equatorial stream (and yet had entered the S.E. trade), 390 miles."

The portion of the globe which Major Rennell has selected for illustration is the grand Atlantic Ocean, as divided into North and South, with its extensive details. For this object he has, during more than twenty years, assiduously collected the observations of the most intelligent navigators, and from some thousands of facts has endeavoured to organize a system, although, from the difficult nature of the subject, he was obliged to admit of various exceptions to a general rule. To account for the immense variety of currents, with their offsets, a review of his laborious charts pointed out the strong and constant set round the Agulhas bank, to the northward; and though the primary motive power is as yet unaccounted for, he boldly pronounces the *rec.* Cape Stream to be the "prime mover" of the Atlantic currents.

"As the tides do not occasion an absolute removal of the water from one place to another, except very near the coasts," currents seem requisite to preserve the purity of the ocean; and these, being greatly influenced by winds, in proportion to their constancy and elevation, the latter deserve a particular attention, both as an agent for generating and keeping up the currents. The trade-winds consequently require the earliest consideration; for, with the axial motion of the earth, they form the natural cause which gives the Equatorial waters a tendency to set from east to west. As the Major supposes the bulk of his readers to be sufficiently informed upon these points, he declines entering upon their elementary matter, but recommends keeping in mind that the "N.E. monsoon is more northerly when the sun is in the southern signs, and the S.E. more southerly in the opposite season." And it has been remarked that both trade-winds, in the regions towards the old continent, blow more directly towards the Equator than in the ocean at large, becoming almost easterly as they recede from it. Owing to N.E. winds being occasionally met with far to the north, and S.E. winds far to the south, the extent of the trade-winds has been much mistaken; and the researches before us assume the bounds as $28\frac{1}{2}^{\circ}$ north and south of the Equator. The N.E. trade is apt to be stormy, and seldom reaches the line; but the S.E. often stretches $2\frac{1}{2}^{\circ}$ beyond it, and is generally severe. Both are, however, subject to being intercepted, or diverted, according to the predominating element, to the north or south; and the interrupting local winds are termed partial monsoons by the estimable author of the "Investigation."

Three-fifths of the equatorial parts of the globe may be considered either as wholly or partially subject to the operation of the monsoons. Beyond their limits the westerly winds prevail, on an average, nine days out of fourteen; but still they produce a very slight current as compared with the Gulf-stream. Owing to this prevalence, and the consequent easterly current, navigators from England to America always find more miles out than home.

Among the currents which do not owe their existence to prevalent winds, may be instanced the Euxine, which, receiving more water than the sun evaporates, the surplus flows through the Bosphorus in a constant stream; and a thawing of ice and snow in the antarctic regions naturally causes a current to the south, till the equilibrium is restored—

although the mighty action ascribed to "polar fusions" by St. Pierre cannot be entertained for a moment. The indraught at the Straits of Gibraltar is occasioned by the great evaporation in the Mediterranean, whose temperature in summer is five or six degrees greater than that of the ocean: yet this evaporation is so barely compensated by the supply, that its eastern basin still remains lower than the level of the Red Sea, if confidence may be placed in the French operations in Egypt. This indraught is felt as far as Cape Finisterre to the northward, and the Canaries to the southward, occasioning many of the melancholy wrecks on the shores of the Zahara, by setting ships on that coast before they are aware of their proximity. The immense expanse occupied by the Gulf-stream—greater in area than that of the Mediterranean—and eight or ten degrees warmer than the ocean through which it flows, must also undergo a depression of surface from evaporation. To this enumeration may be added the Baltic and Hudson's Bay, both of which, receiving by rivers more water than they can evaporate, emit a constant current. The North Polar Sea also receives a vast supply from the Asiatic and American rivers, though the great width between Greenland and Lapland prevents the consequent current from being conspicuous; but still one branch is known to come down, in summer, by Lapland, and a more constant one to proceed by Spitzbergen and Cape Farewell. Of Behring's Strait, and what goes on within it, we are not sufficiently informed.

Although the Major assigns prevalent winds as the first causes of currents, yet the momentum once given, the effect continues independent of the wind afterwards, and the whole body of water, down to the bottom of the ocean, appears to obey the impulse,—for currents are sometimes found to be turned aside by banks, that do not reach within forty or fifty fathoms of the surface of the sea. *Drift* currents, on the contrary, depend entirely on the existing wind, and affect the surface water only. With regard to the velocity of drifts, their mean-rate is estimated at half-a-mile an hour; but that of stream-currents varies from one to five miles an hour. The Gulf-stream carries its force the farthest; for beginning at $4\frac{1}{2}$ miles, it is found to preserve $1\frac{1}{2}$ at the distance of nearly a thousand leagues out. When the drift and stream coalesce, they naturally produce a greater velocity.

Among the difficulties of ascertaining currents is the circumstance of the trunk-stream sending out numerous branches to the right and left, which are mistaken for the main-stream; and thus irregularities are reported, whilst the trunk is continuing its old course. Other currents actually cross each other, as is known of the embouchures of great rivers,—that of the Plata being found, within Major Rennell's knowledge, to be 300 miles wide, beyond the distance of 600 geographic miles from the shore, and running at the rate of one mile an hour; it was passing over the southerly current that proceeds along the coast of Brazil, which afterwards reappears, and continues as far as Staten Land. But the interests of navigation require the acknowledgment that, notwithstanding every endeavour to systematize the numerous sets of the Atlantic, certain changes and *curvettings* do occur, which defy theory and cannot be accounted for. Among these, the most irregular are the counter-currents, which are most prominent in the Gulf-stream to the northward of 30° , spreading the warm water

where it is not expected to be met with. Nor are the trade-winds themselves always steady in the North Atlantic; the N.E. sometimes veering round to N.W., and even to S.W. Nay more, the great equatorial current has been actually known to run to the eastward from 5° N. to 7° S.; and in some instances there has been a cessation of all current. The grand outline, however, is traced from direct observation; and the result agrees with general experience,—for the Major remarks:—

“It has been very justly suspected, that the tract of warmer water, caused by the Gulf-stream, by its effect on the superincumbent atmosphere, occasions those frequent storms that happen near its line of course, across the Atlantic. The opinion certainly seems to be borne out, by a reference to the positions in which the storms were encountered, and, in many cases, so fearfully and fatally. (*These will be found in the Charts of the Currents.*) It proves also the correct judgment of our forefathers, who, without any accurate knowledge of the extent of the Gulf-stream, but on their general experience, (which was, perhaps, of greater value,) established a maxim that the proper course from the West Indies to Europe, in order to avoid the frequent north-west gales, lay to the south of latitude 34° . How this could have been forgot is wonderful! or, did our successes render us presumptuous?”

With respect to seasons, owing to the form of South America, when the winds blow strongest towards the Caribbean Sea in July, August, and the early part of September, the Florida stream acquires great velocity. Besides the frequent storms produced by the effect of the warmer water on the superincumbent stratum of air, the Gulf-stream should be avoided in winter, owing to the heavy and irregular wave which prevails. The Major remarks:—

“But, it may be asked, where is the necessity of going to Corvo or Flores at all, for by it ships are placed in a situation proverbially known as a place of storms; that is to say, on the west, and north-west of the Azores: why not go between them and the *Greater Azores*; or rather to the southward of them all, and thereby pass through a kinder climate at all times?”

“The *Region of Storms* is more properly that which commences at the place where the Gulf-stream leaves the coast of America, and forms the wide expanse of warm water before described. Therefore, in order to avoid the stormy parallels, it is not necessary that ships should avoid the Strait of Florida altogether, and attempt the windward passages. At certain seasons these could not be attempted by loaded merchant ships; but they may pass the Strait, and take the advantage of the Gulf-stream, to get out of the trade wind; and here it is that the Gulf-stream is of the most service to navigators; and having cleared the trade-wind, which seldom reaches to latitude 28° , they may sail to the eastward, avoiding the stormy parallels.”

The prevalence of currents from the South Atlantic towards the North Atlantic leads to the suggestion that the latter has a lower level. The first important stream is that off the Agulhas, which, entering the Atlantic, proceeds along the west coast of South Africa, up to the Congo, and there the projecting shores force it to flow westward. This bend occurring near the Equator, the current acquires that name, and increases in breadth and power until it reaches midway between the two continents, running at the rate of from one to three miles an hour: from thence it sends off a branch to the N.W., as far as the Sargasso Sea; the rest, so recruited by drifts as to spread to 800 miles in breadth, souths a little till it nearly reaches the coast of Brazil, when a portion runs down to Cape Horn, but the far greater part turning to the north,

joins the general movement of the equatorial waters, as influenced by the trades, and constitutes the great Gulf-stream. This *bar* between the north and south hemispheres interferes with so many navigations, and is so particularly deceptive in regard to longitude, that its importance must be evident; and it should be observed, that current-streams in general hold their courses at too great a distance from the land to be affected by the tides.

A concomitant testimony of a high level being produced by strong prevalent winds is furnished by a rise of six or eight feet in the Bight of Benin, during the S.W. winds, from April to September, and then only can the tide enter the rivers. Of the Caribbean or Columbian Sea, the Major is doubtful whether to regard it wholly as a *stream of current*, or a *sea in motion*: and in endeavouring to explain the cause of there being a higher level in the Gulf of Mexico, than in the surrounding ocean, he says:—

“The power of the S.E. trade wind, in impelling the surface of the South Atlantic towards the eastern coast of Brazil, as well as in the Indian Ocean, towards the coasts of Africa and Madagascar, is proved by the existence of the Brazil and the Lagullas, or Cape of Good Hope currents. By close analogy, the same effect, in the first instance, ought to be produced by the N.E. trade-wind in the North Atlantic.

“The water impelled by the S.E. trade-wind proceeds nearly in parallel lines, preserving generally the same level, and then impinging, nearly at right angles, on a straight open shore, where it accumulates into vast streams, and runs off along-shore. But it is not so with the water impelled, by the N.E. trade-wind, into the *South American* and *West Indian* seas. A slight view of the chart will show that the coasts of Brazil and Guyana present a very *oblique* line of direction to that of the passing *stratum* of water, and are constantly contracting its breadth more and more, so that, on its arrival at the Caribbean Sea, it is reduced to one-half of its original breadth at the N.E. promontory of Brazil: and as the water is impelled in *straight* lines in the South Atlantic, it may be said to proceed here in converging lines. Is not this, then, a solution of the question respecting the cause of the elevated level of the *Sea of Mexico*? A vast expanse of water is driven, gradually, into a much narrower space, and, wanting *lateral* room, is compelled to raise its level.”

The *head* of water which appears always to exist in the Gulf of Florida, for the supply of the Gulf-stream, has been differently explained; but certain it is, that the temperature of this most important and interesting current is 7°, or more, above that of the ocean outside. One of the causes may be, the narrowness of its exit between Havannah and Florida, where its rate has been as much as 120 miles a day, to the progressive destruction of the land in its vicinity. Following the bend of the United States to about latitude 38°, the volume then inclines suddenly to the eastward: nor does it exceed the latitude of Cape Finisterre, but forming another elbow in longitude 30°, it turns down to the southward, and flows with diminished momentum close by the Azores. Here it loses its strength and regularity, and deposits the Gulf-weed, or *fucus natans**, in the mighty field called by Columbus the “Sargasso Sea,”

* This prolific plant is found in three large patches,—the first is in the gulf of Mexico itself, and must be the one which furnishes the stream with such quantities; sometimes strewed all over, and at others collected along, the edges of the current. In the Gulf it flowers in April, is of the cryptogamia class, and in calms the fuci float near the surface, some of the leaves lying on the water. It is detached in a ripened

whose temperature is still several degrees above that of the surrounding ocean. The Gulf-stream, from its locality, being of the utmost importance to navigation, has been more strictly attended to than any other; and the "Memoir" of the Atlantic, by Mr. Purdy, furnishes us with a series of interesting facts to assist in gaining a knowledge of its proportions. From the variations in its breadth, at different seasons, Major Rennell regards it as a river liable to overflows; it appears that the warm water has sometimes been found in the Bay of Biscay, though it very seldom comes to the eastward of 30° West longitude. "As the narrowest part of the Strait of Florida is 36 nautic miles in breadth, and the annual mean velocity about 73 miles per day, a surface of 2518 square miles of gulf-water will be poured into the Atlantic every day; or about two-thirds of a square equatorial degree. It has been shown how greatly the stream expands during its course; so that it may be easily conceived how rapidly the mass of warm water is supplied."

A retrospect of these currents, together with the outlets from Hudson's Bay, indicates an accumulation of water in the N.E. part of the Atlantic, which is relieved by the North African or Guinea current, terminating in the Bight of Benin. Nor must we omit to mention the influx from the polar sea, in order to account for the peculiarity which, as we have said, has deservedly acquired the name of "Rennell's Current." This is a branch-stream inclining S.E. to the southern shores of the Bay of Biscay, making the tour of the bay, and coming out again by the northern shores of the same, after which it starts across the English and Irish Channels, to the N.W. Having thus rendered Scilly doubly dangerous, it trends successively West, S.W., and South, following its original course, and is either drawn in by the Strait of Gibraltar, or proceeds down Guinea. To the confusion incident to so unseen an enemy may be referred many disasters; and among others, the memorable shipwreck of Sir Cloudesley Shovel. This current, together with the resistance of the land to the motive elements, may assist to occasion the boisterous and tumbling sea in the Bay of Biscay, when the westerly winds impel a surplus of water into the confined space; an inconvenience that ensues wherever the undulation of the sea is interrupted.

In the latitude of Sierra Leone, a sort of monsoon obtains through nearly the whole space between the two continents, which manifests itself in a northerly wind, and a S.E. current, from September to June; and S.W. winds with northerly currents the rest of the year; having a breadth of about 60 leagues.

The singular current of the Agulhas, which Major Rennell calls a *real stream*, is, as we have mentioned, considered as the *prime mover*

state, and consequently when met with in the stream is old and brown, but at all times swarming with young barnacles. It sometimes covers the sea entirely for the space of many leagues, without any interval, at others in long streaks, or detached roundish patches. Major Rennell himself told us, that great numbers of the nautilus spirula cling to the under side of the leaves, and, when full grown, by their weight drag them down. He added, that some of the seed had been sown in Ireland, and that it grew. The second patch lies to the eastward of the Bahamas, extending from 22° to 26° North latitude, and from 70° to 72° West longitude; the produce of which is dispersed by a variety of currents. The third, and best known, patch, is the floating mass constantly met with between 25° and 36° North latitude, and 30° and 32° West longitude, the true Sargasso, or *Sargacao*.

of all the Atlantic phenomena; and its ramifications are divided into the denominations of the South Atlantic Current,—the Equatorial current,—and the Gulf-stream. This *real* stream had long ago occupied the attention of our author; and the experiments of Captain Archibald Hamilton, and other zealous navigators, have enabled him to announce a new and unexpected result. Instead of the entire body of the stream passing over to the westward, as had always been supposed, the greater part returns back into the Indian ocean, towards the opposite quarter from which it came,—“merging into the well-known easterly current that issues from the South Atlantic, and passes to the southward of the bank of Lagullas, and *string* of the Lagullas current, in its way round the bank from the Indian ocean; both occasioning great eddies and irregularities near their respective borders. The Atlantic current preserves its general course easterly to at least 100 leagues east of the bank, and thence mixes with the oceanic waters.” The trunk stream rounds the Cape at the distance of about 150 miles, and the counter-current which jostles it, is about 180 miles in breadth. This last is expressively designated the *Connecting Current* from its important office, for when the Agulhas stream is most powerful, it actually forces some of the South Atlantic waters to make a complete circuit; and when, on the contrary, the connecting current is strongest, it compels a part of the Agulhas current back into the Indian ocean, to a distance amounting to 40° of longitude.

This forms a most important feature of the “Investigation;” and from the reciprocation of waters on so mighty a scale, we may, in some measure, account for those conflicting giant-waves which astonish all seamen who encounter them.

Thus far we have advanced simultaneously in opinion with our Hydrographic Mentor; but we must now differ from him, upon a couple of positions, though somewhat reluctantly. In the first place, we feel equally certain with him, that no *accurate* conclusions can be formed from the time occupied by bottles, or other things, floating a long distance, because, as *they keep no log*, there is no ascertaining how they may have been driven about by alternate winds and currents. But, however vague these notices may be, they are unquestionably valuable in the present limited state of our knowledge; and the very judicious Appendix to the “Investigation,” by Mr. Purdy, bears out our assertion: indeed no one can examine the labours of this gentleman, through six large editions of his “Atlantic Memoir,” without being struck with the skill, perseverance, and attention, which he has devoted to this very subject. Secondly, though we would recommend frequent trials of the temperature of the sea, for philosophical objects, and as being likely to give warning of an iceberg’s approach, we have had practical proof for declaring that it cannot be depended on for affording notice of the vicinity of shoals or shores; and that a fall of temperature may be governed by the variations of atmosphere, and the form of the nearest coasts,—the currents, counter-currents, off-sets of tides, and other complicated and anomalous affections, without reference to the actual depth of the body of water.

We have thus endeavoured to present our readers with a general view of the Atlantic currents, but for particular details we must refer them to the admirable and elaborate charts, which accompany the Major’s

"Investigation," on which will be found the observations of his friends Beaufort, Hamilton, Broke, Sabine, Rodd, and Livingstone. We will therefore conclude this notice, too brief for the importance of its subject, with a remark of considerable interest, as exculpating a naval character, Lord Anson, from unmerited aspersion: observing by the way, that the taste of the "gentle public" has driven publishers in general to print light and merely amusing, rather than sound and scientific voyages and travels.

"Having mentioned Admiral Lord Anson, I ought not to omit a circumstance, exculpatory of that highly distinguished officer, in a case where he was wrongfully blamed. And this I do, because it is probable that the truth is known to very few persons.

"After the elegant and interesting narrative of the voyage had been considered, it was remarked by some professional men that it contained little or no nautical information that could be useful to future navigators. But in fact, a *second* volume, containing the nautical parts, was in preparation, but had not kept pace with the other (which the reader may perhaps easily account for, as well as for the exclusion of the supposed *dull* matter, from the narrative.) Meantime Colonel Robins, the author, was appointed Engineer-General to the East India Company, and sailed for India, taking the MS. with him, under the idea that it required correction or examination; but very contrary to Lord Anson's wishes. The Colonel lived but a short time in his new situation; and after his death not a vestige of the MS. could be found."

ANCIENT AND MODERN ROMNEY, WITH OBSERVATIONS ON THE PORTUS LEMANUS OF THE ROMANS.

Pursuing the subject of the Cinque Ports, we now approach a locality of peculiar interest, connected as it is with facts and dates of high antiquity, and where the early British and Roman periods of our history blend and amalgamate with each other. The ports of the Romans incorporated, and placed under the command of the Comes Littoris Saxonici, an officer of high rank in Britain, gave rise to the incorporation of the Cinque Ports; and as they still excite a lively interest, still engage the investigative faculties of the gentleman and the scholar, I did intend to have treated of these Roman antiquities together; but the close vicinity of Romney, nay its identity, in the opinion of some, with the once celebrated Portus Lemanus, and its rise out of the destruction of the latter, in the opinion of others, seemed to point out the present as the most eligible and natural opportunity for entering into the subject of the site, the decay, and the remains of that once celebrated and commodious haven. After a sketch of the ancient prosperity and present obscure condition of the town and port of Romney, I shall, therefore, proceed to the consideration of this subject. Twin sister to Hythe in misfortune, arising out of the same causes, stands Romney, one of the most ancient ports in England. The goodness of its haven was a theme of praise in early times, and the industry and enterprise of its inhabitants had made it large, populous, rich, and flourishing. In the time of King Edward the Confessor, it contained, according to the record of Domesday, where it is called Romenel, 156 burgesses; and, shortly afterwards, its increase was so rapid that it was divided into

twelve wards, and contained five parish churches. It is recorded that in the year 1052, "the harbour of Rumney, then a noted rendezvous for shipping," was entered by Earl Godwin, with a large naval force which he had collected in the ports of Flanders, and had manned with pirates and freebooters; and that after cutting out the ships at anchor in the haven, he sailed to Hythe and Folkestone, at which places he committed similar depredations. Offended pride caused the earl, then holding the office of Lord Warden or Limenarcha, to plunge into open rebellion against his sovereign, whose court was thronged with foreigners, and to whom he had unwisely shown great favour and preference. The district over which Godwin had long ruled was very extensive; his power made him almost independent, and his popularity was very great. He therefore, according to the Saxon chronicle, pushed his predatory warfare successfully along all the southern coast of the kingdom; and although he was not joined by the nobles so extensively as he expected, yet he was enabled to increase his numbers to such a formidable amount as enabled him to sail up the Thames to London, and almost, sword in hand, to make his peace with his sovereign.

Romney was the first town which experienced the resentment of William the Norman, who, sensible that his success at the battle of Hastings would not insure the subjugation of the kingdom, and that many additional and vigorous efforts would be required to render his power complete and lasting, determined on the immediate reduction of the town of Dover, in order to secure to himself a port for the reception of supplies from Normandy, or to afford the means of a retreat should altered circumstances make such a measure advisable. In his way to Dover he passed through Romney, the inhabitants of which he subjected to very severe and brutal punishment, in consequence of their previous treatment of some of his seamen and soldiers, who entered the port "from stress of weather, or by mistake, as was asserted." The good people of Romney, however, not feeling any predilection for the Frenchmen, and considering them either as open or covert enemies, treated them accordingly; and the circumstance afforded William a plausible pretext for the commencement of that harsh and arbitrary policy which he thought it advisable to adopt, in order to impress the minds of the people with terror, and insure their subjugation through a dread of the consequences of resistance.

The haven of Romney was situated on the river Rother, which, in its passage to the sea, flowed close to the town. Like all ports so circumstanced, it was subject to continual and rapid deterioration, through the silt and sand brought up from the sea by the tides, and the detritus washed from the banks of the river on which it was located. The vicissitudes of this port have found no historian; and the facts relating to it, except that of its destruction, are few, and lie buried under the mould of ancient rolls and records. A stoppage in the river at Newenden threatened its destruction in the forty-third year of the reign of Henry III.; and being a port of great importance, we find that monarch, on a representation of the danger having been made to him, taking active measures to insure its preservation. "He sent Nicholas de Handloe into these parts to take some order in it: but finding no effectual care had been taken, he directed another precept to him from Oxford, commanding him again to repair thither in person, with the sheriff of Kent,

twenty-four knights, and lawful men, to examine and settle the matter." Henry knew the value of a good port on this coast; his conduct showed his determination not to lose it, and his firmness and perseverance, no doubt, preserved it at that time: for among the patent rolls in the Tower is one bearing the date of that very year, for "the new making of the port of Romenhall." This appears to have been a stirring year with the town, for another patent roll mentions that "Lauretta le Porteur was trod under foot, and stifled to death, in a great crowd of people at Romenhall." Whatever may have been the efforts at preservation, the destruction of the port is recorded to have been the single act of the mighty tempest, which, in the reign of Edward I., ejected the river from its ancient channel, destroyed a great part of the town and several villages, and devastated the whole face of the country, through an extent of many miles. The sea, after casting up an enormous quantity of sand and shingle, which choked up the harbour, retired to a greater distance than before the convulsion had taken place; and the surface which it had quitted, together with the bed of the Rother and the haven of Romney, soon became converted into solid land, and finally into rich and fertile pastures for cattle.

From the loss of its harbour the town began to decay in extent and prosperity; and in the reign of Henry VIII. it was, according to Leland's account, two miles distant from the sea. He says, "Rumeney ys one of the v ports, and hath bene a netely good haven, yn so much that withyn remembrance of men shyppes have cum hard up to the towne, and cast ancrs yn one of the chyrch yarges. The Se is now a ii myles fro the towne, so sore thereby now decayed, that wher ther wher 3 great paroches and chyrches sumtyme, is now scant one wel mayntained." The changes wrought here by time are of the most striking description. Distant from the sea, and standing on a wide expanse of marsh-land, ten miles in length, all traces of maritime greatness have vanished; and from prosperity and notoriety, Romney is now only regarded as a dull and an obscure town standing in the wilderness.

The preceding account relates to the town and port of New Romney. The old town, situated about a mile to the northward, and now reduced to a small hamlet, composed of a few houses only, was never one of the incorporated Cinque Ports. Of Old Romney there are no records at present known; tradition alone supplies its history at the present day. It is said to have been once large and flourishing, and to have owed its rise to the destruction of the Portus Lemanus; but from what cause or at what period it ceased to be a port, tradition has not even ventured to conjecture. No distinction was made between Old and New Romney till after the Norman invasion; and the first charter of incorporation, granted by Edward III., was to the barons of the town and port of New Romney. As the latter was the port of celebrity in the reign of Edward the Confessor, it may be justly concluded that Old Romney had fallen into decay long before that period, and had ceased to be a port. It has been doubted whether the Marsh, now so celebrated as a sheep pasture, was known to the Anglo-Saxons. That a considerable extent of marsh-land existed here in the times of the early Saxons, cannot be doubted; though it did not bear the name of Romney Marsh. It is noticed in some ancient records, under the appellation of Merscwarum, or the marshy district; and the persons who inhabited it are called merscware,

or marsh-men: the Saxon word *wara* meaning inhabitants. In proof of this, the Saxon Chronicle may be cited, where it is stated that "Cenulf, King of Mercia, laid waste the kingdom of Kent, and the district called Merscwarum;" which latter term is inapplicable to any other district than that now called Romney Marsh. The Marsh was at that time the property of the Church. An old grant of land, known as Wesingmerse, made in the year 895, by Archbishop Plegmund, describes it as lying near the river Rumenia; it also calls the district Romney Marsh, and is the oldest record extant in which it is so designated.

From this time the term Merscwarum was discontinued for that of Romney Marsh, the name which it has continued to bear from that time to the present. The means by which this now extensive marsh has been gained from the sea, and the injurious effects resulting from it, have been described in a preceding paper*, to which the reader is referred.

That the Romans had a port celebrated for its safety and convenience in this neighbourhood, is matter of history; but the great innovator, time, has produced such changes in the face of nature here, that its site has become the subject of controversy in our times. The sea has retired to a great distance from its ancient boundary; and the river Limne, known in later times as the Rother, has long since deserted its former channel. The site of this once famous port must, therefore, be sought for among the now inland towns and villages. Mr. Somner and Dr. Tabor agree in opinion that New Romney was the ancient Portus Lemanus; and Camden, Burton, and Horsley, are equally confident, in favour of Limne. The oldest and purest manuscripts of Ptolemy† notice this Roman station by the name of *λιμήν*, or the port; but in some copies of a modern date, it is called *καιρός λιμήν*, or the new port. Camden and Barton are of opinion that the addition of the word *καιρός* was one of those interpolations so frequently practised by the scribes and copyists of the olden time, when they considered their manuscript to be faulty or deficient; because "*λιμήν* cum apud Græcos, significationum sit, librai ut videretur defectum supplere *καιρός λιμήν* scripserunt, Latiniq; interpretes novum portum ineptè converterunt." The severity of this criticism is not due to the Latin translators, who found *καιρός* in their MSS., and very properly translated it by the word *new*; the ineptè is applicable to the interpolators, who added a word without a reason for doing so, and thus introduced confusion into a text which was before clear and intelligible. It has, however, furnished Mr. Somner with a basis for his opinion: he found the word *καιρός*, *new*, in the text, and without inquiring how it got there, his mind fastened upon New Romney as the spot most applicable to the meaning of *καιρός λιμήν*. To adopt an hypothesis, and then endeavour to bend opinions to support it, may show great ingenuity, but it does very little for the discovery of truth: and as the basis of Mr. Somner's opinion was founded in error, so the ancient authorities lend no aid to its support. The Itinerary of Antoninus, the Notitia Imperii Occidentalis of Pancirohus, and Richard of Cirencester, are all opposed to it. By the two former, the distance from Canterbury to the Portus Lemanus is stated to be sixteen miles; but the distance from Canterbury to Romney

* U. S. Journal, No. 47.

† Ptolemæi Geographia, lib. ii. cap. 3.

is twenty-four miles. Again,—Richard of Cirencester, whose work * was unknown to Mr. Somner, gives the distance from the Portus Lemanus to Dover at ten miles; the distance, however, between the latter port and Romney exceeds twenty miles: *ergo*, the opinion and the distances are in open warfare with each other. To reconcile this discrepancy, he proposes to alter the figures in the MS., and for 16 to read 21, supposing the error to be introduced by the copyists; but as this alteration is not supported by any authority, and is merely an alteration of the text made to suit a preconceived hypothesis, it must be rejected as untenable.

When the text and the comment are somewhat perplexed,

Rely on the comment, and alter the text:

If new shoes are too little, say who would refuse

To cut all his toes off, to fit the new shoes?

From the present state of our knowledge on this subject, the situation of Lymne, as the site of the Roman Portus Lemanus, has a decided preference over that of any other, not only on account of its accordance with the distances of Antoninus, but also from the Roman remains still visible in its neighbourhood. The name of this place is written in ancient records, Limne, Limene, and Lampne, and is generally supposed to have been derived from that of the river which flowed past it. The course of the river from Aplemore was at the foot of the hills by Kenardington, Warehorn, Rucking, Bilsington, Bonnington, Hurst, at the foot of Lymne Hill, and into the sea at West Hythe. Many parts of the channel of this river are still plainly visible, and the cliffs still show marks of the friction occasioned by the power of the running water. At the foot of Lymne Hill, then, was situated the Portus Lemanus,—a port of great eminence in the days of Antoninus, and named as a military station by Pancirollus in the *Notitia Imperii*, who says that a detachment of the *Turnacenses**, under their own commander, but placed at the disposition of the *Comes Littoris Saxonici*, formed the garrison of the station. The castle, known at the present time as Statfall Castle, stands, according to the principles of Roman castramentation, about half-way down the hill, and commanded the port, which it was probably raised to defend. The walls are of a most prodigious thickness, and composed of rubble-stone, cemented together with a powerful mortar, mixed with pebbles. Large fragments remain on the east and west sides of the hill, and exhibit all the characteristics of Roman military architecture found at Richborough and other stations in this kingdom, particularly the double rows of tiles, each from fifteen to sixteen inches in length, and each row laid at about five feet distance from the other. At the upper corner, on the north-west, is a circular tower, faced with square stones, but the inside is filled up entirely solid. Leland says, “the old walles of the castel, made of Britons briks, very large, and greate flynts, are set together, almost indissolubly, with morters of small pybble. The walles be very thicke, and in the west end of the castel appereth the case of an old towne (qu. tower?) The cumpas of the fortresse semeth to be a ten acres, and be lykelyhood yt had sum walle besyde, that stretchid up to the

* *Commentarioli Geograph. de Situ Brit.*

† *Natives of Tournay, in Flanders.*

very top of the hille, wher now is the parochie chyrche, and the archidiacon's house of Canterbury." Leland's estimation of the area at ten acres was tolerably correct; and it is also likely that a wall or walls of defence were continued to the top of the hill, affording a communication with a watch-tower, which probably was erected on it; as Gildas says that the Romans, under Theodosius the Younger, built five on the northern coast of Britain, "ad prospectum maris," and for the espial of enemies; and as they had a port and a military station here, it is most likely that one of these five watch-towers was also erected at this place.

Another proof of Lymne being a Roman station is to be found in the ancient causeway or road by which it was connected with Canterbury; this was the *Via Strata* of the Romans, still visible for some miles, and called at the present time Stone Street. The Roman roads are distinguishable from those of the Britons by their straightness of direction, and the tolerably equal distances of the towns, ports, and stations situated upon them. As this people had a view to military operations in most of their public works, it is probable that the length of a day's march was the standard which regulated the distance between station and station; and we find this distance, accordingly, to be from sixteen to twenty miles,—the former being the distance along the *Via Strata* from *Durovernum* (Canterbury) to the *Portus Lemanus* (Lymne). It must here be remarked that every station was situated on some one of the viæ; or was either a point at which two roads met, or at which several diverged in different directions; and as no Roman way is traceable at Romney, an additional fact is thereby furnished that it never was, at any period, a Roman station.

The page of history nowhere records the date when this ancient and celebrated haven was choked up with sand and silt, and rendered useless for all maritime purposes; but as the Port of West Hythe became large and much frequented very soon after the Saxons established themselves in Britain, it may be concluded that the event was not very distant from that of the departure of the Romans. A determination to resign the power which they had so long wielded over this country had, perhaps, infused a spirit of carelessness in the Romans for the preservation of works which they were about to abandon; and the incompetency of the Britons to keep the harbour and the channel of the river clear of the vast masses of sand and beach which the sea rolls up continually on this coast, no doubt tended to hasten the destruction of a work which could only have been preserved through skill and an extensive knowledge of engineering. The catastrophe, to whatever cause it ought to be attributed, was so complete, that not only the haven, but the channel of the river Limne, even to its entrance into the sea, was annihilated, and both have been converted into rich pastures for many hundred years.

To the members of the United Service, to the antiquary, and, indeed, to all whose minds and feelings are harmonized into that delightful pleasure which the contemplation of the great works of antiquity afford, the total destruction of the numerous ports and stations in Kent, of this great and magnificent people, must be a subject of lasting regret. To the barbarous state of society among the earliest Anglo-Saxons, to their utter contempt of every thing Roman, to their eternal feuds and wars

among themselves, and to their ignorance of the real value of the noble works which they found ready formed for their use, must, in a great degree, be attributed that almost total obliteration of these once famous ports and stations of antiquity. A port is a work which requires unceasing attention—a more than ordinary care for its preservation. From the uncertainty and power of the element against the fury of which it is intended as an asylum, it is constantly exposed to deterioration; and when decay begins, it proceeds, if neglected, with such giant strides, that destruction soon becomes but the work of a few years, and its benefits are lost to the country for ever.

Close to Lyme is Shepway Cross, a place of great notoriety and importance as connected with the Cinque Ports. Here, in early times, the Limenarcha, or Lord Warden, was sworn on entering into the duties of his office; and here he used to hold pleas and great assemblies of the people, on matters relating to the Ports, or to the general service of the kingdom. It was at this place that Prince Edward, son of Henry III., then Lord Warden, received the oaths of fidelity to his father from the barons under his wardenship, in consequence of the rebellion of some powerful nobles against their sovereign. Such assemblies, in those days of chivalry, were grand and imposing spectacles, and stamp the places at which they were usually held as objects of curiosity and interest.

T. W.

A CRUISE ON THE COAST OF NAPLES DURING THE LATE WAR.

The feast of St. Rosalia was about to take place at Palermo, in the year 1811, and the Sicilians, as usual on this occasion, were making preparations to do honour to their favourite saint. We had just arrived from the coast of Calabria, having destroyed a convoy at Amanthea, and fully expected to share in the general joy and gaiety of the capital at this interesting period. Sicily was in a most deplorable state; the people were ground down by taxation to support a dissolute court, and it was generally believed the queen was intriguing with Napoleon, and anxious to get rid of the army quartered at Messina. Palermo was the only capital abroad open to English travellers, and they flocked there in great numbers at that time. And it would have been well for many of the Sicilian nobles had they paid more attention to pleasure and less to politics, and not have excited them to express themselves too freely on the state of the government, which led to their banishment to the island of Maritimo. Palermo had been without a minister for some time, and Lord William Bentinck was every day expected to fill the double capacity of commander-in-chief of the army and minister at the court; and his arrival was looked forward to with great anxiety by those suffering, and a certain degree of dread by the queen's party; and I am not certain but the hope of soon seeing him tended, in a great degree, to render the fête of St. Rosalia more brilliant than it had been for several years before. We were most anxious to witness the sights, but were doomed to be disappointed. Our captain was appointed to a large

frigate, and Captain — was waiting at Palermo to take command of the T—. He had narrowly escaped being taken by a Neapolitan privateer a little distance from Palermo, when on board a merchant brig bound to that port, and was obliged to run her ashore to avoid capture; and we were all heartily sorry he had not been detained, at least till after the fête. He was an odd sort of a fellow, and cared very little about St. Rosalia, or, indeed, any other saint in the calendar; and he thought there was more amusement to be had on the coast of Calabria than in the port of Palermo. * We had heard a good deal of our new captain from one of our messmates, who knew him in Scotland, and afterwards met him fox-hunting. * He used to describe him mounted on a great long-legged bay mare, which had a particular objection to raise her legs to a wooden fence or gate; and it was nothing unusual to see him sprawling on one side of the fence, and the mare on the other. Sometimes he was to be seen with yellow breeches, without boots, and at other times with blue trousers, stuffed inside of yellow-topped boots, and an old red coat, that probably belonged to some of his fox-hunting relations. He used to ride hard, and very near broke his neck more than once; and many is the time we wished he had, for he was a perfect devil to the middies when out of temper. Our messmate met him once at a ball at —, dancing with all the old women in the room, who had been giving themselves great airs, and he took much delight in showing them off either in a Scotch reel or country dance: he, however, met his match in an old widow lady in search of a husband, who, sticking her hands in her sides, fairly danced him down, to the great amusement of the whole party, and his great annoyance, as he prided himself on being able to hold out longer in a Scotch reel than either the old or young. There was no getting him to dance again that night; he stuck to the supper table, and got so jolly, that instead of taking his place inside of the post-chaise to go to his lodging, he got outside of the off-post-horse, and managed to stick fast, to the astonishment of the party inside. Next morning he appeared in the hunting field, with white trousers, silk stockings, and a uniform coat,—the very dress, with the exception of epaulettes, he wore the night before. His servant had forgot to bring his hunting traps, but dress was of no great consequence to him. He used to go to cover in a curricule, take out one horse, and lash the pole to the other and send home the vehicle. He was so fond of dancing, that at all the Scotch meetings wherein the famous fiddler Gow was to be seen, he was sure to make his appearance. When the course of lectures began at the College of Edinburgh, he went there and studied chemistry, natural philosophy, took a knock at the moral philosophy, as he called it, studied French, Italian, Spanish, and German till ten o'clock, and then was sure to be seen at every ball till nearly daylight. When the classes rose, he went to Portugal, served a campaign with the army, was shot in the leg, and, on his return, was appointed to our ship. Such was our new captain, according to our messmate's account. I dare say all these stories were much exaggerated, but it can easily be supposed we were most anxious to behold him; and never shall I forget his first appearance, when he came up the side—a black ugly-looking fellow, with one leg shorter than the other, and the toe turned out like a dancing-master; he had been wounded in the West Indies, and halted considerably, but, nevertheless, seemed tolerably active on his pins; his

clothes were good enough, but appeared as if they had been hove on with a pitchfork ; and, to crown the whole, he wore a three-cornered cocked hat, right athwart-ships. Captain —— introduced the officers and midshipmen to him, read his commission, and resigned the command of the ship.

● Scarce was our old captain ashore before he poked his nose into every corner of the ship ; nay, I believe he was at the mast-heads before dark. Orders were given to get ready for sea with all possible despatch. The C—— had arrived from Calabria, where the trade was brisk ; and the captain thought a sight of the coast of Italy would be more agreeable than all the fooleries of Palermo. The T—— was well manned, in good order, and had excellent boats ; she sailed badly, the crew was rather sickly ; and the men had got into the habit of being somewhat partial to the doctor's list, the surgeon being a good man and easily weathered upon : take her, however, altogether, she was a capital command for a captain of two years' standing. Several of the mids went with the old captain ; myself and others stayed behind, being rather attached to the ship and station. We sailed the evening before the fête as sulky as bears, the C—— in company, and made the coast of Rome about the mouth of the Tiber. We soon found the captain was a precious taut hand, and not very particular in rubbing up everybody, whether lieutenant, mid, or man who neglected his duty, or who he fancied did it, which was pretty nearly the same thing. Our first lieutenant was a good quiet man, but had not devil enough in him to please the captain ; the second got his foot into a carronade slide and broke his leg ; the third was an active fellow, and fond of boats, but cared little about keeping watch. The master a sulky dog, but without exception the best I ever saw ; it was only necessary to say whereabouts the ship was to be in the morning, and there she was sure to be close in. After running down the coast of Rome, we crossed Naples Bay, and arrived in the Gulf of Salerno without meeting an enemy. The barge and pinnace were sent along the coast to gain information ; the C—— went off Palinuro to protect the boats, and we remained off Cape Licosa. Next day a Sicilian privateer brought intelligence that a convoy of between 30 and 40 sail was endeavouring to get into the port of Palinuro, which the C—— was endeavouring to prevent. It was quite calm ; the boats were got out, the only two sweeps worked, and several large oars were put into requisition, and we got the old ship along nearly a knot ; the sea-breeze springing up brought us in a few hours up to the C——, who had driven the convoy into the small port of Infrenhi, in the Gulf of Policastro ; they consisted of 11 gun-boats and scampavias, conveying 22 sail of vessels, and a raft of spars for the arsenal at Naples. The brig led in in fine style ; and after the gun-boats were silenced, her captain pushed off in the boats, and took possession of the vessels. The marines of the T—— were landed at the same time, and I never shall forget the captain scrambling along from the gangway, under the main and mizen chains, and in the midst of abusing me for not shoving off fast enough, losing his hold and going overboard ; he struck out for my boat, and as he had got a sufficient cooling, we rowed ashore without any further row, and I was particularly well pleased that his mouth had been so completely stopped. He had, as I have before observed, been a campaign in Portugal, and was

rather fond of soldiering; and it really was a pretty sight to see our marines driving their sharp-shooters up the hills as we were towing off the prizes; a party were also thrown into a round tower to cover this operation and the re-embarkation of the marines and eighty-four prisoners they had captured. This little enterprise was completed, and the ships and prizes under weigh in less than two hours, highly delighted with our first essay, which was really accomplished in a very neat manner. The gun-boats were distributed in little creeks round the bay, and the hills lined with armed men and the crews of the vessels, but we came upon them rather unexpectedly. They never saw the frigate, till she rounded the point, and they considered their position quite safe from any attack of the brig.

A few of the old stagers on the doctor's list were sent for a change of air and diet into the prizes; and it is quite astonishing how soon they recovered their health. When a sailor is ill, or fancies he is, he is monstrous fond of taking doctor's stuff, and the probability is that it does him more harm than good. A week and fine weather brought us to Palermo, where we were well received by the Admiral; and he, as well ourselves, thought we were fortunate in having resisted the pleasure of the fête of St. Rosalia, which he had good-humouredly allowed us to remain to witness if we liked.

Our captain had been terribly taken in by the prize agents in the West Indies, and hated the very sight of one; and in order to keep them as honest as possible, the purser, who was a fine liberal fellow, was made first agent, with a recommendation not to turn rogue. An advance of prize-money was paid the men, and leave for one watch at a time to go on shore and spend it. Our provisions and water completed, we again started. The *C—* was sent home with Lord William Bentinck: he found his powers too limited to do good, and he thought a personal interview with the ministry on the affairs of Sicily would do more good than volumes of correspondence; and in this he was right. He returned in three months, dethroned the king, banished the queen, and gave them a constitution, which we guaranteed, and then abandoned them after the dethronement of Napoleon. But to return to my story. We were all sorry to lose the brig; her commander was an old friend of our captain's, and a fine, dashing young man. This cruise we made the coast about Gaeta, and were fortunate in falling in with several feluccas between that place and the island of Ischia. We had fitted out a fine scampavia instead of the launch; she was sent with the barge and pinnace to cut them off from the passage between the island and the main; and keep them in play until the ship came up, and they succeeded in driving them under a one-gunned tower; the ship soon anchored, and under her cover they were all brought out without loss. They were fine vessels, but laden with iron ore, which is of little value. We kept the three best, and told the others we should look out for them in their return from the coast of Calabria, whither they were bound for silk and oil. We next proceeded to reconnoitre Naples Bay, which was rather a nervous operation,—there being a large fleet of gun-boats always ready to pounce upon a ship in a calm. We, however, got a fine breeze, and stood close into the mole; a line-of-battle ship and a frigate were fitting, and a small frigate seemed ready for sea.

Naples Bay has been so often described that I shall not here attempt it.

Nothing can be more beautiful; and having a steady breeze, we ran alongshore by Portici and the foot of Mount Vesuvius, close over to Castellamar, where we saw a line-of-battle ship on the stocks; thence along the beautiful shores of Sorrento and Capri, and got out of the bay a little before sunset, just as the sea-breeze was dying away, highly pleased with our excursion, and no less gratified that we had escaped a calm and a consequent punishment from the Neapolitan gun-boats.

Next morning we ran along the coast from Capri to the Gulf of Salerno, which is high and picturesque, studded with towns and villages, well wooded and cultivated; towards the afternoon we were close in with the town of Salerno, which in beauty only falls short of Naples. The temples of Pæstum are clearly discovered from the sea; and could we have found a vessel on the beach, or any excuse to land, we could easily have visited them under an escort of marines.

The country here is flat, but resumes its boldness towards Cape Licosa, where there was formerly a martello tower mounting two guns. Sir Sydney Smith in the Pompey anchored abreast of it, and with the first broadside dismounted one gun; but a serjeant's party and the remaining gun cost the Pompey between twenty and thirty men in killed and wounded; and not until they had landed the marines were they able to dislodge them. I suppose she was out of point-blank, which gives a tower a great advantage. Had naval gunnery been then as well understood as it now is, a few minutes would have dismounted the gun. We always found the inhabitants at this part of the coast more troublesome, and better shots than any other. Round this cape there is a fine bay with a rivulet; the captain went ashore with three gigs to examine the practicability of watering, and having a flag of truce, they were allowed to land very quietly. The peasantry and militia retreated into the country, refusing to communicate, but showing no appearance of hostility. This threw them off their guard, and after examining the river, they were rowing leisurely off; this the fellows perceived, and slunk down to the river under cover of the underwood, and let fly half a dozen musket-shots, two of which went through the gig and wounded one man. The ship was anchored next morning as close as possible, and the boats sent with a strong party to procure water. The militia were driven back, and the watering went on without interruption, till towards evening, when a considerable force was collected from the neighbourhood, and they seemed determined to prevent, if possible, our re-embarkation. We were obliged to land all the marines and a strong party to drive them off, which was effected with the loss of one man killed, and several slightly wounded. The casks were then got into the boats, and the covering-party made a pretty smart retreat, and we got out of musket-shot before they mustered up courage to advance; we however never again attempted watering on any part of the coast.

Next morning we reconnoitred the Port of Palinuro, ran round the Gulf of Policastro, and down the whole coast round the Gulf of St. Euphemia, as far as Pizzo, without seeing a vessel. At the latter place, which is the principal port on the coast of Calabria, we observed many loading, the greater part of which we calculated on getting hold of before they reached Naples.

It is impossible to conceive anything more beautiful than the whole

coast from Naples to the Faro Point: the land is for the most part high, towns and villages seem perched on the cliffs, without any possibility of approaching them. Belvedere, between the Gulph of Policastro and St. Euphemia, stands pre-eminent in beauty and magnificent scenery; it is several thousand feet above the level of the sea. Along the coast the towns and villages are thick, and open to aggression; but during the war, unless a convoy sought shelter, they were rarely disturbed.

After watering at Melazzo, we proceeded off Guida with a dozen of Guerilla spies, whom we landed in that neighbourhood to rob the fort. English travellers may recollect between that place and Terracina on one side, and Capua on the other, their apprehension of meeting brigands; and I well recollect, when travelling some years after in Italy, examining the ground where these unfortunate fellows were landed;—I say unfortunate, for they were all taken and hanged. It was a foolish thing of the authorities at Messina settling them, and as foolish our taking them. We lost half the summer cruising off this place, expecting to see the preconcerted night signal, but in vain. One morning, being close in, blowing strong, we found three frigates outside us to leeward. A French squadron had been some time expected at Naples to convoy the Neapolitan line-of-battle ship and two frigates to Toulon; and as there was some mistake in answering the private signal, we made sure this was it, and that we should inevitably be caught. The T—— sailed like a hay-stack, and they were weathering fast on us. We soon made them out to be English, to our great satisfaction. They were the E——, I——, and a twenty gun-ship, I forget her name; the captains as usual, in ship's meeting, dined with the senior officer, Captain D——s. Next morning he returned to his cruising-ground off Sardinia, having only stretched over to poach on our manor. The I—— took us under her orders and proceeded off Ischia, leaving us for a day or two longer to look out for the spies off that island. She fell in with the annual fleet of coral-boats from the coast of Barbary, bound to Naples. They sailed so well that she only took one; the rest got into the quarantine-ground opposite the small island of Nisida, and there they hauled up. On joining in the evening, the boats of the three ships were sent in to lighten them of the coral boxes, each boat having either one or two according to their success in fishing; we got, however, a day after the fair: the boats were there, but the boxes, not being liable to plague, had been sent to Naples only a few hours before.

After reconnoitring Naples Bay, where we found the line-of-battle ship and two frigates ready, the 20-gun ship returned to the fleet. The I—— stood towards Salerno, and we went back once more off Gaeta to endeavour to find the spies: there we remained a few days anxiously looking out every night for the concerted signal; but we looked in vain.

On joining the I——, we found she had attacked and taken three gun-boats under a battery inside the Gallego Islands. We stood away towards the port of Palinuro, and found laying there, very snugly, the friends we had seen loading at Pizzo under convoy of fifteen gun-boats and scampaviers. After a close reconnoitre the batteries and position were considered too strong to be attacked without the assistance of troops; we were accordingly sent to Melazzo, and the General readily complied with Capt. D——'s request, and two hundred and fifty men

of the sixty-second regiment were embarked on board the T—. A strong sirocco gale prevented us joining the I— for three days; at the expiration of which time we found her off Palinuro, closely blockading the convoy. Strong reinforcements had been pouring in from all quarters, the intelligence of troops having embarked finding its way over to Calabria the same night.

The gale was succeeded by a calm for a couple of days, which gave more time for preparation against an attack, and for the arrival of reinforcements; and we all calculated on having quite enough to do. It was arranged that the T— should run into a small bay to the southward of Cape Palinuro, and land the troops; and as they made their appearance on the heights, the I— was to run in and attack the port, which was to the northward of the Cape, the two bays being separated by a low neck of land, and the promontory rising very abruptly from the water's edge. The T—, by dint of towing and sweeping, got to her station about an hour before sunset, and anchored. The isthmus was found to be so strongly defended by a large body of men lining the hills on each side, which were well wooded, that an attack in that quarter was considered totally out of the question. Our eyes were turned in consequence to the promontory, and a small path leading to the heights was discovered, and they, by some unaccountable mistake, were weakly occupied.

The troops, marines, and a considerable body of seamen were landed in a moment, with orders to gain the heights by this path. The enemy having penetrated our design, pushed a body of sharpshooters forward, and at the same time moved a column from the neck of land, and it became a doubt who would first gain the heights. The marines, and a party of seamen who were the first landed, led by the Captain and Lieut. T— of the I—, arrived with great alacrity under a considerable fire, driving in the enemy's sharpshooters on the hills, and keeping the party in check from the isthmus, whose advance by this time had got upon our flank; the marines, however, gained the hills before them. They were followed by the grenadiers of the 62d regiment, when Capt. — was wounded through the knee. The rest of the regiment moved up; and in less than half an hour our whole force was assembled and ready for work, with the loss of about a dozen killed and wounded in the ascent.

The enemy observing we had gained the heights, pushed forward another party along the side of the hill and about half way up, towards the boats, to cut off our men, who were bringing up two field-pieces, ammunition, provisions, and water. I was stationed with this party, and was obliged to order them to retire; but not wishing to lose the fun on the hills, myself and another mid pushed on and gained the height. They got safe back under charge of a youngster. The light field-piece, a 4-pounder, was carried by a strong Highlander, who behaved remarkably well, and succeeded in reaching the boat with his charge; the other was farther down, and got back easier. The boats were then attacked, and obliged to retire to the ship. As I had left my party I was for some time afraid to face the skipper, who was kicking up a devil of a row because the field-pieces were not up, and was apprehensive they had fallen into the hands of the enemy. I at last mustered up courage to tell what had happened, and got a precious rowing for

having left my men, and a threat to be shot if the guns were taken. Our situation at this time was critical; we were cut off from the T—, had a strong force opposite us, our left flank exposed to the fire of the gun-boats, and we had failed in an attempt to get possession of the tower and fort, which covered the enemy. Near it were situated several huts; our Captain and Lieut. T— got into them to reconnoitre the tower, but were devilish glad to make their retreat, taking the fire of the party in the tower as they escaped, but without being hit. To crown the whole, the T— was becalmed just out of gun-shot, and could give us no assistance.

The enemy, seeing our situation, pushed on boldly under cover of a wood: our position was exposed, and we lost a marine officer killed, an officer of the 62nd mortally wounded, and several men. We retreated a few hundred yards, and lay down, for the double purpose of having less ground to defend and driving them from their cover, where they kept up a heavy fire without being exposed to ours. The enemy thought the day their own, and came forward boldly, with drums beating, and keeping up a devil of a fire, which passed inoffensively over our heads; little did they suspect snakes in the grass, till they saw their heads bristling up, and heard three tremendous cheers: they ran off in a moment, and regained the wood, without it being in our power even to prick them with our bayonets. We returned to our position, where we remained undisturbed for the night, but not without some apprehension that next morning we should be obliged to lay down our arms. In fact, everything depended on a breeze.

At day-light a signal was made from the tower at the extremity of the Cape to the T— (which had a light air), to close the I—, and to the I— that we could not get possession of the fort, and were in want of water, provisions, and ammunition.

At this time the enemy reconnoitred us in force, and we concentrated our party nearer the town, which we also occupied. After the exchange of a few shot they again retired to the wood. Captain D— by this time became alarmed for our safety, and came under the town; but it was impossible, from the great height, to make him understand our situation, and he proceeded to a lower part of the cliff, where, after some deliberation, he ordered our captain aboard, having decided to run both ships in the moment the sea-breeze sprung up. The cliff was from thirty to forty feet high, and nearly up and down, and it was not without difficulty, and the assistance of ropes, that our skipper was lowered into the boat. A little water and ammunition was hauled up, and they proceeded to the ships to wait for the breeze. Our situation ashore was by no means comfortable; we were as hungry as hawks, and much in want of drink, and we had before us the certainty of either a march to Naples or the capture of the convoy—everything depended upon wind, and at this time there was no appearance of it.

General Pignatelli, who commanded the Neapolitans, sent us a summons to surrender at discretion, which was of course refused; it was not likely that 300 men would lay down their arms without a fight. On this being communicated to Captain D—, he sent on shore to say if the breeze did not spring up, and they should send another summons, that an offer might be made to embark; but, from the difficulty of communicating, the message was misunderstood, and an officer was sent

to the General to offer to embark. This in turn was refused, and nothing would satisfy him but an unconditional surrender. Little did he expect that a light breeze would completely turn the tables, and that, in that event, the troops could not be in a better position. Between two and three, to our great delight, the sea-breeze was seen curling on the water: it was, however, very light, died away, and reappeared two or three times in the most tantalizing manner. We could see the ships trimming their sails to every air for about half an hour. All this time we were most intensely anxious: at last it freshened up; the I—, followed by the T—, ran in in beautiful style, and anchored close under the battery. The gun-boats fired off their guns, slipped their cables, and the crew decamped, and in a few minutes the battery was silenced. The seamen and marines, under Lieutenant T—, pushed down the hill towards the battery, covered by the 62nd regiment; and, after a few broadsides from the ships, the colours were hauled down, and possession taken of thirty-three sail of vessels, including fifteen gun-boats and scampaviers, the merchant-vessels laden with oil, and several large spars in tow for the squadron at Naples. The ships were warped into a very snug harbour, completely land-locked, with their broadsides bearing on the hills the enemy must pass had they attacked the troops, who, however, were allowed to remain in quiet possession. During the night and next day the vessels that were aground were got afloat, and all put in a condition to cross to Sicily with temporary rudders, for we made it a rule in launching the vessels never to look for the rudder. The Admiralty Court at Malta taught us this lesson. It was their habit to charge separate for the condemnation of each vessel, and their charges were infamous; sometimes you were actually obliged to pay for a prize. We however managed to do them this time. The vessels, having no rudders, could not proceed there: they were surveyed in Sicily—the report sent to the Admiralty Court in London—and a condemnation obtained for about thirty pounds. But to return to my story. On the evening of the second day the town and fort were thrown up, the troops re-embarked, and the ships and convoy sailed with the land wind, leaving General Pignatelli and his force of upwards of 1000 men in the vicinity, surprised at the boldness of the attack and our ultimate success, and regretting their folly in not accepting our proposition of embarking. Our loss in this enterprise was two officers killed and one wounded, and about forty-five men. A fine breeze brought us all safe to Melazzo, where we met the Admiral quite delighted at our success, as was the General, who had heard that the troops had been obliged to surrender.

SIEGE OF BADAJOZ IN 1812*.

FROM THE REMINISCENCES OF A SUBALTERN.

1

THE fire against La Picurina was so effective, that by three o'clock in the afternoon of the 25th of March, almost all its batteries on the side of our lines were disorganized, its palisades beaten down, and the fort itself, having more the semblance of a wreck than a fortification of any pretensions, presented to the eye nothing but a heap of ruins; but never was there a more fallacious appearance: the work, although dismantled of its cannon, its parapets crumbling to pieces at each successive discharge from our guns, and its garrison diminished without a chance of being succoured, was still much more formidable than appeared to the eye of a superficial observer. It had yet many means of resistance at its disposal. The gorge, protected by three rows of palisades, was still unhurt; and although several feet of the scarp had been thrown down by the fire from our battering-park, it was, notwithstanding, of a height sufficient to inspire its garrison with a well-grounded confidence as to the result of any effort of ours against it; it was defended by three hundred of the *élite* of Phillipon's force, under the command of a colonel of Soult's staff, named Gaspard Thierry, who volunteered his services on the occasion. On this day a deserter came over to us from the fort, and gave an exact account of how it was circumstanced.

Colonel Fletcher, the chief engineer, having carefully examined the damage created by our fire, disregarding the perfect state of many of the defences, and being well aware that expedition was of paramount import to our final success, advised that the fort should be attacked after nightfall. Five hundred men of Picton's division, who on this day did the duty in the trenches, were ordered to hold themselves in readiness for the assault—eight o'clock was the hour named. At seven the men were arrayed in order, and divided into three detachments of equal proportions; the right column was intrusted to Major Shawc of the 74th; the centre to Captain Powis of the 83d; and the left to Major Rudd of the 77th,—all, officers as well as privates, belonging to the third division. And here I am forced to digress so far as to say, that the officer of the light division who wrote the "Sketch of the Storming of Badajoz," is in error when he says that a part of his corps formed any of those that carried the fort of La Picurina†. If such was the case, it is not—at least that I have read—so recorded, except by himself! I was on the spot—was personally acquainted with the greater part of the officers, and, I might add—privates; I did not see one man of the light division amongst the troops destined for the attack, nor do I think—so far as my recollection directs me—that Lord Wellington, in his account of that affair, says that the light division bore any part in it. The third division, although never defeated, cannot spare any portion of their hard-earned fame to another; and the gallant light division stand in no need of an auxiliary to commemorate their imperishable deeds in the Peninsula.

At half-past seven o'clock the storming party, consisting of fifteen officers and five hundred privates, stood to their arms. General Kempt,

* Concluded from Part I. p. 193.

† See U. S. Journal for Feb. 1829.

who commanded in trenches, explained to them the duty they had to perform; he did so in his usual clear manner, and every one knew the part he was to fulfil. All now waited with anxiety for the expected signal, which was to be the fire of one gun from No. 4 battery. The evening was settled and calm; no rain had fallen since the 23d; the rustling of a leaf might be heard; and the silence of the moment was uninterrupted except by the French sentinels, as they challenged while pacing the battlements of the outwork; the answer of their comrades, although in a lower tone of voice, well distinguishable, "*Tout va bien dans le fort de la Picurina*," was heard by the very men who only awaited the signal from a gun to prove that the *réponse*, although true to the letter, might soon be falsified. The great Cathedral bell of the city at length tolled the hour of eight, and its last sounds had scarcely died away when the signal from the battery summoned the men to their perilous task!—the three detachments sprang out of the works at the same moment, and ran forwards to the glacis; but the great noise which the evolution unavoidably created gave warning to the enemy, already on the alert, and a violent fire of musketry opened upon the assailing columns. One hundred men fell before they reached the outwork; but the rest, undismayed by the loss, and unshaken in their purpose, threw themselves into the ditch, or against the palisades at the gorge. The sappers, armed with axes and crow-bars, attempted to cut away or force down this defence; but the palisades were of such thickness, and so firmly placed in the ground, that before any impression could be made against even the front row, nearly all the men who had crowded to this point were struck dead. Meanwhile, those in charge of the ladders flung them into the ditch, and those below soon placed them upright against the wall; but in some instances they were not of a sufficient length to reach the top of the parapet. The time was passing rapidly, and had been awfully occupied by the enemy; while as yet our troops had not made any progress that could warrant a hope of success. More than two-thirds of the officers and privates were killed or wounded; two out of the three that commanded detachments had fallen; and Major Shawe, of the 74th, was the only one unhurt. All his ladders were too short,—his men, either in the ditch or on the glacis, unable to advance, unwilling to retire, and not knowing what to do, became bewildered;—the French cheered vehemently, and each discharge swept away many officers and privates. Shawe's situation, which had always been one of peril, now became desperate; he called out to his next senior officer (Captain Oates, of the 88th), and said, "Oates, what are we to do?" but at the instant he was struck in the neck by a bullet, and fell bathed in blood. It immediately occurred to Oates, who now took the command, that although the ladders were too short to mount the wall, *they were long enough to go across the ditch!* He at once formed the desperate resolution of throwing three of them over the fosse, by which a sort of bridge was constructed; he led the way, followed by the few of his brave soldiers that were unhurt, and, forcing their passage through an embrasure that had been but bolstered up in the hurry of the moment, carried—after a brief, desperate, but decisive conflict—the point allotted to him. Sixty grenadiers of the Italian guard were the first encountered by Oates and his party; they supplicated for mercy, but, either by accident or design, one of them

On the 30th of March, two breaching-batteries, armed with twenty-six guns of heavy calibre, and of the very best description, opened their fire to batter down the face of the two bastions already named; and, notwithstanding every effort which the powerful resources of the enemy enabled him to command, it was abundantly manifest that a few days would suffice to finish the labours of the army before Badajoz.

All this time Soult was making the greatest exertions to get together a sufficient force for the succour of the garrison; but he miscalculated the time necessary for such an effort; and the fine defence of Count Phillipon the preceding year, together with the efficient state of the place, inspired him with a confidence that was fatal. So late as the 1st of April he was at Seville, seven days' march from Villa Franca, and nine from Badajoz! He had early apprized Marmont of the events that were passing; but that Marshal, instead of seriously occupying himself in making use of the means at his disposal to succour his friend, allowed himself to be occupied in a petty warfare against the militia of Portugal, and after trifling a few days in this manner, he re-crossed the Agueda—after having frittered away five precious days in folly—and left the city of Badajoz, which was of such vital importance, and the army of his brother Marshal, to their fate. Thus, with a force of little more than 40,000 men (including the Army of Observation), Lord Wellington took the place, as it were, in presence of two French armies, amounting together to upwards of 80,000 of the veterans of France! This was pretty well for a Sepoy general, as the *Moniteur* styled him, or—as the renegades in England call him—a lucky general!

The breaching-batteries, which opened their fire on the 30th, were effective beyond our expectations in their execution against the works, and the sappers had made considerable progress towards completing a good covert-way for the troops to *débouche* from in their attack of the breaches. On the 25th, thirty-two sappers were placed under my command, but on the night of the 4th of April their numbers were reduced to seven. I lost some of the bravest men I ever commanded; but, considering the perils they encountered, it is only surprising how any escaped: we were frequently obliged to run the flying-sap so close to the battlements of the town, that the noise of the pick-axes was heard on the ramparts, and, upon such occasions, the party were almost invariably cut off to a man. But it was then that the courage of the brave fellows under my orders showed itself superior to any reverse, and what was wanted in force, was made up by the most heroic bravery of individuals: there were three men of my own regiment, Williamson, Bray, and Macgowan, and I feel happy in being able to mention the names of those heroes, when a fire, so destructive as to sweep away all our gabions, took place, those men would run forward with a fresh supply, and, under a fire in which it was almost impossible to live, place them in order, for the rest of the party to shelter themselves, while they threw up a sufficiency of earth to render them proof against musketry. This dangerous duty was carried on for eleven successive nights, that is to say, from the 25th of March to the 5th of April.

On this day the batteries of the enemy were nearly crippled, and their replies to our fire scarcely audible; the spirits of the soldiers, which no fatigue could damp, now rose to a frightful height—I say frightful, because it was not of the sort which alone denoted exultation at the

prospect of their achieving an exploit which was about to hold them up to the admiration of the world, there was a certain *something* in their bearing that told plainly they had suffered fatigues, which, though they did not complain of, and had seen their comrades and officers slain while fighting beside them without repining,—that, notwithstanding they smarted under the one, and felt acutely for the other, although they smothered both, so long as their minds and bodies were employed, but now that they had a momentary licence to *think*, every fine feeling vanished, and plunder and revenge took their place. Their labours, up to this period, although unremitting, and carried on with a cheerfulness that was astonishing, hardly promised the success which they looked for; and the change which the last twenty-four hours had wrought in their favour caused a material alteration in their demeanour; they hailed the present prospect as the mariner does the disappearance of a heavy cloud after a storm, which discovers to his view the clear horizon. In a word, the capture of Badajoz had long been their idol; many causes led to this wish on their part; the two previous unsuccessful sieges, and the failure of the attack against San Christoval in the latter,—but, above all, the well-known hostility of its inhabitants to the British army, and perhaps might be added, a desire for plunder, which the sacking of Rodrigo had given them a taste for. Badajoz was, therefore, denounced as a place to be made an example of; and, most unquestionably, no city, Jerusalem excepted, was ever more strictly visited to the letter than was this ill-fated town.

The soldiers had, from some cause or other,—perhaps from the disabled appearance of the bastions near the breaches,—conceived the idea that the storm was to take place on the night of the 5th: they accordingly began to make such arrangements as they fancied suitable to the occasion—some by a distribution of their little effects amongst their immediate friends, others bequeathed their arrears of pay to those whom they fancied, or upon receiving a similar pledge from any soldier who felt disposed to make a like barter. Their minds being thus made up for an event which was destined to be the grave of so many, they awaited, with ill-suppressed impatience, in groups, for the order which was to summon them to the assault; a little rain had fallen, and there is something, even in a shower, that is extremely composing to the spirits. A quiet gloom settles over the mind: every straggling thought is called in; the vapoury exhalations of by-gone reflections congregate together in clouds, and it is not long before this stagnant calm of the intellect is succeeded by a mental monsoon.

The demeanour of the soldiers on this evening faithfully exemplified what I have just written: a quiet but desperate calm had taken the place of that gayness and buoyancy of spirits which they possessed so short a time before, and nothing now was observable in their manner but a tiger-like expression of anxiety to seize upon their prey, which they considered as already within their grasp.

Towards five o'clock in the afternoon all doubts were at an end, in consequence of some officers arriving in the camp from the trenches: they reported that Lord Wellington had decided upon breaching the curtain that connected the bastion of La Trinidad and Santa Maria, and as this operation would necessarily occupy several hours' fire, it was impossible that the assault could take place before the following day,

the 6th, and the inactivity that reigned in the engineer camp, which contained the scaling-ladders, was corroborative of the intelligence. For, once I saw the men dejected; yet it was not the dejection of fear but of disappointment. Some of the most impetuous broke out into violent and unbecoming language; others abused the engineers; and many threw the blame of the delay upon the generals who commanded in the trenches; but all, even the most turbulent, admitted that the delay must be necessary to our success, or Lord Wellington would not allow it.

The night at length passed over, and the dawn of morning ushered in a day pregnant with events that will be recorded in our history as amongst the most brilliant that grace its annals. The batteries against the curtain soon reduced it to a heap of ruins; and the certainty that the trial would be made the same evening re-established good humour amongst the soldiers. It was known, early in the day, that the breaches were allotted to the light and fourth divisions; to the fifth, the task of escalading the town on the side of the fort of Pardeleras; and to Picton, with his invincible 3rd, to carry the castle by escalading its stupendous walls, upwards of thirty-five feet high. The Portuguese brigade, under General Power, were to divert the enemy's attention on the side of San Christoval; while 300 men, taken from the guard in the trenches, were to carry the outwork of San Roque.

To ensure the success of an enterprize, upon which so much was at stake, 20,000 men were to be brought into action as I have described; by five o'clock, all the ladders were portioned out to those destined to mount them. The time fixed for the assemblage of the troops was eight; that of the attack ten. The day passed over heavily, and hour after hour was counted, each succeeding one seeming to double the length of the one that preceded it; but, true as the needle to the pole, the long-expected moment arrived, and the clear, but deep, note of the town clock was now heard throughout our lines, as it tolled the hour of eight, and ere its last vibration had died away, the vast mass of assailants were in battle array. A thick and dusky vapour, issuing from the Guadiana and Rivellas, hung above the heads of the hostile forces, and hid alike, by its heavy veil, each from the view of its opponent; the batteries on both sides were silent, as if they reserved their efforts for the approaching struggle; and, except the gentle noise which the rippling of the Guadiana created, or the croaking of the countless frogs that filled the marshes on each side of its banks, everything was as still as if the night was to be one of quiet repose; and a passing stranger, unacquainted with the previous events, might easily suppose that our army were no otherwise occupied than in the ordinary routine of an evening parade; but Phillipon, profiting by this cessation, retrenched and barricaded the breaches in a manner hereafter to be described.

So soon as each division had formed on its ground in open column of companies, the arms were piled, and the officers and soldiers, either walked about in groups of five or six together, or sat down under an olive tree, to observe, at their ease, the arrangements of the different brigades which were to take a part in the contest. Then, again, might be seen some writing to their friends, a hasty scroll, no doubt, and, in my opinion, an ill-timed one. It is a bad time—at the moment of

entering a breach—to write to a man's father or mother—much less his wife!—to tell them so; and, besides, it has an unseasonable appearance in the eyes of the soldiers, who are decidedly the most competent judges of what their officers should be, or, at least, what *they* would *wish* them to be,—which is tantamount, at such a crisis.

• There is a solemnity of feeling which accompanies the expectation of every great event in our lives, and the man who can be altogether dead to such feeling is little, if anything, better than a brute. The present moment was one that was well calculated to fill every bosom throughout the army; for mixed with expectation, hope, and suspense, it was rendered still more touching to the heart, by the music of some of the regiments, which played at the head of each battalion, as the soldiers sauntered about to beguile the last hour many of them were destined to live. The band of my corps, the 88th, all Irish, played several tunes which exclusively belong to their country, and it is impossible to describe the effect it had upon us all; such an air as “Savourneen Deelish” is sufficient; at any time, to inspire a feeling of melancholy, but on an occasion like the present, it acted powerfully on the feelings of the men: they thought of their distant homes—of their friends, and of by-gone days. It was Easter Sunday; and the contrast which their present position presented to what it would have been, were they in their native land, afforded ample food for the occupation of their minds; but they were not allowed time for much longer reflection. The approach of Generals Picton and Kempt, accompanied by their staff, was the signal for the formation of the column of attack; and almost immediately the men were ordered to stand to their arms. Little, if any, directions were given; indeed, they were unnecessary,—because the men, from long service, were so conversant with the duty they had to perform, that it would have been but a waste of words and time, to say what was required of them.

All was now in readiness. It was twenty-five minutes past nine: the soldiers, unincumbered with their knapsacks—their stocks off—their shirt-collars unbuttoned—their trowsers tucked up to the knee—their tattered jackets, so worn out, as to render the regiment they belonged to barely recognizable—their huge whiskers, and bronzed faces, which several hard-fought campaigns had changed from their natural hue—but, above all, their self-confidence, devoid of boast or bravado, gave them the appearance of what they, in reality, were—an invincible host.

The division now moved forward in one solid mass,—the 45th leading, followed closely by the 88th and 74th; the brigade of Portuguese, consisting of the 9th and 21st regiments of the line, under Colonel de Champlemond, were next; while the 5th, 77th, 83rd, and 94th, under Colonel Campbell, brought up the rear. Their advance was undisturbed until they reached the Rivellas; but at this spot, some fire-balls, which the enemy threw out, caused a great light, and the third division, 5000 strong, were to be seen from the ramparts of the castle. The soldiers, finding they were discovered, raised a shout of defiance, which was responded to by the garrison, and in a moment afterwards, every gun that could be brought to bear against them was in action; but, no way daunted by the havoc made in his ranks, Picton, with his division, forded the Rivellas, knee-deep, and soon gained the foot of the castle wall, and here he saw the work that was cut out for him, for he no

longer fought in darkness. The vast quantity of combustible matter, which out-topped this stupendous defence, was in a blaze, and the flames which issued forth on every side, lighted, not only the ramparts and ditch, but the plains that intervened between them and the Rivellas. A host of veterans crowned the wall, all armed in a manner as imposing as novel; each man had beside him eight loaded firelocks; while at intervals, and proportionably distributed, were pikes of an enormous length, with crooks attached to them, for the purpose of grappling with the ladders; the top of the wall was covered with rocks of ponderous size, only requiring a slight push to hurl them upon the heads of our soldiers; and there was a sufficiency of hand-grenades and small shells at the disposal of the men that defended this point to have destroyed the entire of the besieging army; while on the flanks of each curtain, batteries, charged to the muzzle with grape and case shot, either swept away entire sections, or disorganized the ladders as they were about to be placed, and an incessant storm of musketry, at the distance of fifteen yards, completed the resources which the enemy brought into play, which, as may be seen, were of vast formidableness.

To oppose this mass of warriors, and heterogeneous congregation of missiles, Picton had nothing to depend upon for success but his tried and invincible old soldiers—he relied firmly upon their devoted courage, and he was not disappointed. The terrible aspect of the rugged wall, forty feet in height, in no way intimidated them; and, under a frightful fire of small arms and artillery, the ponderous ladders were dragged into the ditch, and, with a degree of hardihood that augured well for the issue, were planted against the lofty battlements that dominated above his soldiers' heads: but this was only the commencement of one of the most terrific struggles recorded during this hard-fought night. Each ladder, so soon as placed upright, was speedily mounted, and crowded from the top round to the bottom one; but those that escaped the pike-thrusts, were shattered to atoms by the heavy cross-fire from the bastions, and the soldiers that occupied them, impaled upon the bayonets of their comrades in the ditch, died at the foot of those ladders which they had carried such a distance, and with so much labour. An hour had now passed over—no impression had been made upon the castle, and the affair began to have a very doubtful appearance, for, already, more than half of the third division had been cut off. General Kempt, commanding the right brigade, fell, wounded, early in the night; and the 88th regiment alone, the strongest in the division, lost 19 officers and 450 men, and the other regiments were scarcely in a better condition. Picton, seeing the frightful situation in which he was placed, became uneasy: but the good will with which his brave companions exposed and laid down their lives re-assured him; he called out to his men—told them they had never been defeated, and that now was the moment to conquer or die. Picton, although not loved by his soldiers, was respected by them; and his appeal, as well as his unshaken front, did wonders in changing the desperate state of the division. Major Ridge, of the 5th, by his personal exertions, caused two ladders to be placed upright, and he, himself, led the way to the top of one, while an officer of the 83rd (Lieutenant Bowles, I believe) mounted the other: a few men, at last, got footing on the top of the wall; at the same time, Lieutenant William Mackie of the 88th—he that led the forlorn hope

at Rodrigo,—(unnoticed!—*still a Lieutenant!!*)—and Mr. Richard Martin (son to the member for Galway, who acted as a volunteer with the 88th during the siege) succeeded in mounting another. Mackie—ever foremost in the fight—soon established his men on the battlements, himself unhurt, but Martin fell desperately wounded. A general rush to the ladders now took place, and the dead and wounded, which lay in the ditch, were indiscriminately trampled upon, for humanity was nowhere to be found. A frightful butchery followed this success; and the shouts of our soldiery, mingled with the cries of the Frenchmen, supplicating for mercy, or in the agonies of death, were heard at a great distance. But few prisoners were made; and the division occupied, with much regularity, the different points allotted to each regiment. Meanwhile the ravelin of San Roque was carried by the gorge, by a detachment drawn from the trenches, under the command of Major Wilson of the 48th, and the engineers were directed to blow up the dam and sluice that caused the inundation of the Rivellas, by which means the passage of that river, between La Picurina and the breaches could be more easily effected. One entire regiment of Germans, called the regiment of Hesse d'Armstadt, that defended the ravelin, were put to death.

While all this was taking place at the castle and San Roque, a fearful scene was acting at the breaches. The light and fourth divisions, 10,000 strong, advanced to the glacis undiscovered,—a general silence pervading the whole, as the spirits of the men settled into that deep sobriety which denotes much determination of purpose; but at this spot their footsteps were heard; and perhaps since the invention of gunpowder, its effects were never more powerfully brought into action. In a moment, the different materials, which the enemy had arranged in the neighbourhood of the breaches, were lighted up,—darkness was converted into light,—torches blazed along the battlements,—and a spectator, at a short distance from the walls, could distinguish the features of the contending parties. A battery of mortars, doubly loaded with grenades, and a blaze of musketry, unlike anything hitherto witnessed by the oldest soldier, opened a murderous fire against the two divisions; but, unshaken by its effects, they pressed onward, and jumped into the ditch. The fourth division, destined to carry the breach to the right, met with a frightful catastrophe at the onset. The leading platoons, consisting of the fusileer brigade, sprang into that part of the ditch that had been filled by the inundation of the Rivellas, and were seen no more; but the bubbles that rose on the surface of the water were a terrible assurance of the struggles which those devoted soldiers ineffectually made to extricate themselves from the deadly grasp of each other, and from so unworthy an end. Warned by the fate of their companions, the remainder turned to the left, and following the footsteps of the light division, pressed onwards in one mingled mass to the breaches of the curtain and La Trinidad. Arrived here, they encountered a series of obstacles that it was impossible to surmount, and which I find great difficulty in describing. Planks, of a sufficient length and breadth to embrace the entire face of the breaches, studded with spikes a foot long, were to be surmounted ere they reached the top of the breach; yet some there were—the brave Colonel Macleod of the 43d, amongst the number,—who succeeded so far, but on gaining the top, *chevaux de frise*, formed of long sword-blades

firmly fixed in the trunks of trees of a great size, and chained, boom-like, across the breach, were still to be passed; while at each side, and behind the *chevaux de frise*, trenches were cut, sufficiently extensive for the accommodation of 3000 men, who stood in an amphitheatrical manner,—each tier above the other,—and armed with eight muskets each, like their companions at the castle, awaited the attack so soon as the planks on the face, and the *chevaux de frise* on the top of the breach were surmounted; but they might have waited until doomsday for that event, because it was morally impossible.

The vast glare of light caused by the different explosions, and the fire of cannon and musketry, gave to the breaches the appearance of a volcano vomiting forth fire in the midst of the army: the ground shook,—meteors shone forth in every direction,—and when for a moment the roar of battle ceased, it was succeeded by cries of agony, or the furious exultation of the imperial soldiers. To stand before such a storm of fire, much less endeavour to overcome a barrier so impregnable, required men whose minds, as well as frames, were cast in a mould not human; but, nevertheless, so it was. The gallant light and fourth divisions boldly braved every danger, and with a good will, rarely to be found, prolonged a struggle, the very failure of which, taking into account the nature of the obstacles opposed to them, and their immense losses, was sufficient to immortalize them. At length, after a dreadful sacrifice of lives,—all the generals, and most of the colonels, being either killed or wounded,—they were driven from the breaches, while the Frenchmen, securely entrenched behind them, might be seen waving their caps in token of defiance. This was too galling for men who had never known defeat,—and they ran back headlong to the attack, and destruction. But for what end? To judge from the past, when their numbers were more numerous they had failed; they were now reduced to less than half, while the resources of the enemy were unimpaired; and the prospect before them was hideous. Their former efforts, when they were in their full vigour, had not been productive of any good result, and they felt that those they had made were stronger than those which were yet to come; but experience and feeling were alike unheeded,—hope, more powerful than either, urged them on, and like an unlucky gamester, every fresh reverse but increased their eagerness to continue the game. Again did they attempt to pass this terrible gulph of steel and flame,—and again were they driven back,—cut down,—annihilated. Thousands of the bravest soldiers lay in piles upon each other, weltering in blood, and trodden down by their own companions. The 43d left 22 officers and 300 men on the breach; four companies of the 52d were blown to atoms by an explosion; and the 95th, as indeed every other regiment engaged, suffered in proportion. Our batteries, from whence a clear view of all that was passing could be distinguished, maddened by the havoc at the breaches, poured in a torrent of shot; and, in the excitement of the moment, killed friends as well as foes. Finally, the remnant of the two divisions retired; and with a valour, bordering upon desperation, prepared for a third trial; but the success of Picton's attack was by this time whispered amongst them, and the evacuation of the breaches soon after confirmed the rumour.

While the attack of the castle and breaches was in progress, the

fifth division, under General Leith, maintained a fierce and dangerous struggle on the south side of the city and the Pardelera's fort; but the resistance at those points was feeble, as compared with the other two. In some instances, the French troops deserted the walls before they were carried; and it is worthy of remark, that while the 38th regiment were mounting the ladders, the imperial soldiers were scrambling down them at the reverse side,—in many instances, treading upon the fingers of our own men! The few men of Leith's division, thus established on the ramparts, boldly pressed on in the hope of causing a change in favour of the men at the breaches; but the multitude that had fled before this handful of troops became reassured when they beheld the scantiness of their numbers, and, returning to the fight, forced them up a street leading to the ramparts. Leith's men became panic-struck by this unexpected burst, and retraced their steps in confusion; many were killed ere they reached the wall; and some, infected by the contagion of the moment, jumped over the battlements, and were dashed to pieces in their fall. One, an officer, bearing the flag of his regiment, fearing it might be captured, flung himself from the wall, and falling into a part of the ditch that was filled with the slime of the river, escaped unhurt. At this critical moment, General Walker reached the spot with a fresh body of troops, and driving back the French with ruinous disorder, established his men at this point; and from that moment, the fate of Badajoz was sealed. The enemy fled in every direction towards the bridge leading to San Christoval; and the remnant of the ill-fated light and fourth divisions with difficulty entered the town by the breaches, although unopposed!

It was now half-past two o'clock in the morning, and the fighting had continued, without cessation, from ten the preceding night. More than 350 officers and 4000 men had fallen on our side; yet the enemy's loss was but small in proportion; because, with the exception of the castle, where the third division got fairly amongst them, the French, with that tact for which they are so remarkable, got away the moment they found themselves out-matched.

Shortly after the last attack at the breaches had failed, and long after the castle had been carried, (although it was not generally known at the time,) I was occupied, with Major Thompson of the 74th, (acting-engineer,) in placing some casks of gunpowder under the dam of the Rivellas, in front of San Roque; when, while leaning on his shoulder, I was struck by a musket-bullet in the left breast; I staggered back, but did not fall, and Thompson, bandaging my breast and shoulder with his handkerchief, caused me to be removed inside the ravelin; but the firing continued with such violence upon this point, that it was long before I could venture out of it. At length, nearly exhausted from loss of blood, and fearing that I might be unable to reach the camp if I delayed much longer, I quitted it, accompanied by two sappers of my own corps, (Bray and Macgowan,) who supported me as I walked towards the trenches. Bray was wounded in the leg while he tried to cover me from the enemy's fire; but this brave fellow soon recovered, and afterwards greatly distinguished himself in the battle of the Pyrenees, by killing a French colonel at the head of his battalion.

By this time the attack of Badajoz was, in effect, finished. Some irregular firing was still to be heard as the fugitives hurried from street

to street towards the Roman bridge leading to San Christoval, but all resistance might be said to have ceased. An attempt to retake the castle was made in vain; but the brave Colonel Ridge of the 5th, who had so distinguished himself, lost his life by almost one of the last shots that was fired in this fruitless effort to recover a place which had cost the army the hearts'-blood of the third division; and the dawn of the morning of the 7th of April showed to the rest of the army, like a speck in the horizon, the shattered remnant of Picton's invincible soldiers, as they stood in a lone group upon the ramparts of a spot that, by its isolated situation, towering height, and vast strength, seemed not to appertain to the rest of the fortifications, and which the enemy, with their entire disposable force, were unable to retake from the few brave men that now stood triumphant upon its lofty battlements. Nevertheless, triumphant and stern as was their attitude, it was not without its alloy, for more than five-sixths of their officers and comrades either lay dead at their feet, or badly wounded in the ditch below them. All their generals, Picton amongst the number, and almost all their colonels, were either killed or wounded; and as they stood to receive the praises of their commander, and the cheers of their equally brave but unfortunate companions in arms, their diminished front and haggard appearance told, with terrible truth, the nature of the conflict in which they had been engaged. Yet those soldiers,—the companions of Lord Wellington in six campaigns, and victorious in more than a hundred combats,—and, in saying this, I make no distinction between *any* of the Peninsular heroes,—have no medal to mark their deeds! They stand,—if not a degraded, *that* they could not be,—an unrewarded *tribe*, while the Waterloo army,—nine-tenths of whom never saw a shot fired before that battle,—are honoured with a medal, and two years' of service over the heads of those very men!

The limits of this "Reminiscence" will not allow the writer of it to enter more in detail upon the different features of the storming of Badajoz. Many brave officers greatly distinguished themselves, and some few escaped as by a miracle. Those matters, as also the sacking of the city, shall be the subject of his next number; and, in conclusion, he will merely add, that early on the morning of the 7th of April, Phillipon and his garrison, which had taken refuge in San Christoval, hoisted the white flag, in token of submission, and from that moment the beautiful and rich town of Badajoz became a scene of plunder and devastation.

"The escalade on the bastion of St. Vicente, by General Walker's brigade, was one of the most daring exploits, considering all things, ever attempted in ancient or modern warfare."—(*Jones's Sieges*.) Yet an officer of the Line, who served here as Assistant-Engineer with the Ladder Party, who was severely wounded, was afterwards again severely wounded while acting in the same capacity at the siege of Burgos, and who has been on active service to the present hour, bearing testimonials of distinguished conduct, remains without promotion;—we allude to Lieut. Percy Neville, of the 26th, then of the 30th regt.—ED.

BRITISH CAVALRY IN THE PENINSULA.

BY AN OFFICER OF DRAGOONS.

THE retreat of the French, after the battle of Vittoria, was so rapid as to make it impossible to come up with them. A squadron of the German hussars, however, overtook, and engaged their rear-guard, near Pamplona; the enemy employed against the hussars the only long gun he had remaining; the hussars forced back the enemy; and, as the gun was retiring on the high road, a carbine shot struck one of the horses, which becoming unruly, the gun was dragged from the causeway and upset. The hussars immediately took possession of it. The infantry was soon afterwards established on the Pyrenees; and while they were engaged in a most arduous service, the cavalry was cantoned in the rich plains of Aragon. It was not till the army had passed the Nive, that the cavalry could be of any service; about the middle of December, a considerable post was established at Hasparren, which town was the head-quarters of the fifth division, and of the cavalry. The hussar brigade connected the infantry with Murillo's corps, which was on the right, and which again communicated with the Spaniards at St. Jean, Pied de Port. At first there was great abundance of forage,—hay of good quality and straw; but the district was limited in extent, and forage soon became so scarce as to make it necessary to seek supplies on the flanks of the French posts, and even behind their videttes. This system of foraging gave rise to some very agreeable little affairs: sometimes it was effected by placing videttes on the high ground in the rear, who were to apprise the foragers of approaching danger; while the foragers were, by stealth, to take the hay out of houses, in the vicinity of the enemy's posts; at other times, the enemy's outposts were driven in by a small party, and before the French had time to rally and resume their ground, the foragers had loaded their horses and mules and got off: sometimes the enemy advanced so rapidly, as to place their foragers in danger; a few shots were generally fired by the French, and a few mules were lost. On one or two occasions, a captain of the 7th hussars was wounded, and soon afterwards, strict orders were issued, that this mode of foraging should be discontinued. We were very sorry for it; and the only remaining means to support the horses, was by chopping at the gorge, the young shoots of which make a very palatable and wholesome food for horses doing moderate work; but as the hussars were a good deal on duty, and as it frequently happened that no corn was issued for several consecutive days, the horses lost both flesh and strength, and many became mangy. Meanwhile, the adverse posts in the neighbourhood of Hasparren carried on their duty in the most peaceable manner, avoiding every species of hostility. A picket of the hussars was upon the high road, and two detached pickets on the flank were under the charge of the captain, who commanded the main body on the high road. For a long time, no change of position was made by either party; each occupied a hill, and in the valley below, the videttes were placed within about three hundred yards of each other. The French, however, seemed desirous to occupy the neutral ground, and

occasionally pushed forward their videttes. This having been observed, the captain of the picket received orders not to allow this to be done. On the following morning, he observed that the French vidette had been advanced about fifty yards, and he thought it most advisable to demand an interview with the French captain of chasseurs. A peasant was despatched, and returned with a message that the commandant would wait upon the British officer immediately, and in a few minutes the parties met on the neutral ground: the Briton stated the orders he had received, and explained, that, to avoid so *lache* a proceeding, as to fire upon a vidette, he had solicited a meeting with the brave chasseur. The Frenchman expressed himself in the most flattering terms, and begged that the hussar might point out a situation which would be agreeable to him;—a thorn bush, about one hundred yards behind the spot the French vidette was posted upon, was mentioned as equally advantageous for the security of the French picket; while it would be such as the hussar was permitted by his orders to allow. The chasseur gave orders accordingly, the vidette was placed at the very spot which was recommended, and the Frenchman having expressed his satisfaction at the interview, produced a bottle of cognac: two or three officers on each side now joined the party; a happy termination to the war was drunk; and the captain, whose name was (we think) Le Brun, said he trusted that it would not be the fate of war to bring into collision the parties who had met in so amicable a manner. After the destruction of the French army at Leipsic, Napoleon found it necessary to demand contributions from his different lieutenants, to assist in repairing the grand army. During the winter, Soult was obliged to send away his division of dragoons, and was left with only chasseurs, to the number of two thousand, or perhaps two thousand five hundred; and it was therefore necessary for him to take such a line of retreat, as should be the best suited to the operations of cavalry and artillery, in which arms we had so decided a superiority. Lord Wellington opened the campaign about the middle of February; and successively drove the enemy from St. Palais and Sauveterre, on the Gave d'Oleron; the French army was then collected at Orthes, and behind the Gave de Pau. The dragoons were daily engaged in skirmishes, and drove the poor chasseurs before them.

On the evening of the 25th we crossed the Gave de Pau at a ford, and as the enemy had a picket opposite to Berens, the retreat from which, towards Orthes, was by a road parallel to the river, this picket might have been cut off, simply, by getting upon the high road, which was not five hundred yards from the ford by which we had passed the river: a troop of the hussars was trotting forward for this purpose when it was halted; the picket of chasseurs was allowed to gallop past, and when the French had got a few hundred yards start, the hussars were then ordered to follow them. A squadron of the fifteenth, under Capt. Wodehouse, pushed in all the French pickets, cavalry and infantry, and was checked by a volley from a large body of the enemy. The flankers of the 15th were opposed to infantry as well as cavalry; and we must give an interesting anecdote which occurred. Ten rifled carbines per troop had been issued, and the men carrying these arms were always employed as skirmishers; one of the men, by name Fishlock, thus employed, had the stock of his carbine broken by a musket-shot. He went to his captain and begged to have another rifle, but as there was none to give him he was directed to fall in: soon afterwards one of the skirmishers fell dead.

As soon as this happened, Fishlock left the ranks, and galloping towards the spot, he disengaged the carbine from the dead man's grasp and joined the skirmishers. The field at Orthes was chosen by Soult, as one on which cavalry could not be employed: a squadron of French chasseurs under the command of the Captain Le Brun, before-mentioned, charged some of the British infantry skirmishers in the most reckless manner; but the chasseurs experienced a great loss, and were not able to render any service to their own army. When the French were finally driven from their position, the hussar brigade was ordered to pursue; a gallant charge was made by the 7th hussars, a great many prisoners were secured, the French were stopped on their retreat and brought up their guns; the pursuit was not urged as it might have been done, and the remains of the vanquished enemy were allowed to retire without molestation. The only charge of cavalry which was ordered was admirably executed by the 7th hussars. Had the cavalry been ordered to harass the retreat, it must have been very destructive to the enemy. After passing Orthes, the country became flat and highly cultivated; a great many cavalry affairs took place upon the high road, all of which were in the highest degree honourable to the British dragoons. The 10th hussars defeated a superior body of the enemy, and took a great number of prisoners. A day or two before the battle of Toulouse, the 18th hussars, under Colonel Vivian, attacked a brigade of French cavalry, and took nearly a hundred prisoners. At Plaisance, near Toulouse, a single squadron of the 15th hussars, under Captain Hancox, charged the French piquet, which retired upon the regiment to which it belonged; the whole body was then charged and driven back,—a great many surrendered, but as they were enabled to escape by leaping over a broad ditch into the field, only an officer and twenty men were secured.

This sketch of the British cavalry has occupied so much more room in the Journal than was intended, that we have gone over this campaign in a very cursory manner. The British cavalry was immensely superior both in number and in quality. We shall beg to add two anecdotes illustrative of the address of the soldiers; which we think necessary, as it is so frequently alleged that the British dragoons are not good upon outpost duty. A few days before the battle of Toulouse, it was desirable to ascertain whether the French were moving any force towards the town of Alby. A patrol was ordered to get upon the road from Toulouse to Alby, and to ascertain what was moving upon that road: this could only be accomplished by crossing the river L'Ers, which is nearly parallel to the Garonne; and on which the right of the French and our left flank rested. The villages on the other side, *i. e.* on the right bank of the L'Ers, were said to be occupied by small parties of gendarmes: it would therefore be necessary to have a patrol, strong enough to set these gendarmes at defiance, while too large a party would be an incumbrance in case of a rapid retreat; or the want of an attempt on the part of the French to cut off the patrol.

The party sent on this duty consisted of an officer, a serjeant and six men; who, crossing the river at daylight, about half a mile in front of the outposts, proceeded towards a village upon the Alby road, which was distant about three miles from the bridge, by which they had passed the river. The L'Ers, although narrow, is not fordable, and the patrol could not be interrupted. Several parties of gendarmes were seen turning out of the hamlets near the route of the patrol, and making towards the

French line. The road, or rather lane, was deep from the late rains, and having proceeded about two miles, the officer deemed it advisable to leave the serjeant and four of the men, and to proceed to the village on the Alby road, accompanied by the other two men. On his arrival there, he found the village in a very agitated state; the market-place was filled by the inhabitants, at least by the male part of them; and there appeared a great many well-dressed men, but no soldiers, nor any carrying arms. M. le Maire was called for, and gave the information that a great many waggons had passed towards Alby, but they were filled only with sick and wounded soldiers. Another gentleman was questioned apart, and having given the same intelligence, the object of the patrolle was fulfilled, and the departure of the officer was hastened by the information that a party of chasseurs was crossing the bridge, and would be in the town immediately. As the patrolle left the market-place, eight or ten chasseurs entered at the other side, and pursued. As soon as the officer had joined the rest of his party, he formed the little band, and advanced to the charge. The chasseurs also halted, formed, and on the approach of the hussars, went about—to follow them far was impossible, or at least, it was exposing the party to the danger of being cut off. As the hussars halted, the chasseurs did the same, and commenced firing. The officer, having directed the serjeant to retire with four of the men, and to cross the bridge by which they had passed the river in their advance, remained with the two hussars who had accompanied him before. The French, seeing their opponents so much weakened, dismounted to fire, which rendered the situation of these three unfortunates considerably perilous. One of the men went to the rear, and joined the serjeant, and the officer found himself supported by a single hussar, a little black fellow, named Churchyard, but a very intelligent and gallant soldier, and mounted on a blood mare; he was asked, if he would also go away,—“No I'll be d——d if I do, but I'll have a lick at the bloody chasseurs!” Putting spurs to his mare, he dashed at three chasseurs, who were loading, or preparing to fire; they were off in a moment and by a repetition of these attacks, the chasseurs were not allowed to get a single fair shot, till time had been allowed the serjeant to carry off his party, who were joined by Churchyard and his officer as they crossed the bridge, and retired in safety: they had not reached their quarters ere the piquets were attacked by a squadron of chasseurs and driven back. The chasseurs having driven back our piquet, occupied a small village, and were seen to be straggling and drinking in the different houses: this was observed by Corporal Winterfield, a Prussian, belonging to the 15th; and when the chasseurs had completed their reconnoissance and retired, he followed them with the two men under his command, and keeping at a little distance, he saw some of the chasseurs falling in the rear; he gradually accelerated his pace, and when within one hundred yards, the three hussars put spurs to their horses, and each of them seizing on a chasseur, brought him off at speed before the eyes of the *chef d'escradon* and his host, who in vain attempted to catch them.

We venture to say that the conduct of these two men, Corporal Winterfield and Churchyard, could not have been surpassed. The squadron from which Winterfield was detached was entitled to share in this capture; but one and all begged that the produce of the three horses and their appointment, amounting probably to 60*l.* or 70*l.*, might be left to

those who had so gallantly won the prize. We could mention many instances of similar conduct, and we are sure that any officer in the service could do the same; but especially those who trusted in the ability of their soldiers, and let them be aware of the confidence placed in them. An Englishman is a straightforward creature, careless as to what is thought of him, and seldom affecting the acuteness which we see in foreigners; but let any officer frankly confide in his men, and tell them how much depends on their exertions, he will then learn, if he knew it not before, how much sterling good sense his countrymen possess, what sort of unflinching bravery may be elicited. At the battle of Toulouse, there was no opportunity of employing cavalry, and two days afterwards the general peace was proclaimed.

The last campaigns have been run through in a cursory manner. This sketch of the British cavalry has already occupied too many pages of the Journal, and the writer was desirous to bring his lucubrations to a close. He cannot, however, conclude his very imperfect sketch, without explaining how he was led to undertake a work that he has not been able to complete to his own satisfaction. Some years back, he had written some papers and collected some few materials to form an introduction to a work on cavalry, which, in the vanity of his heart, he had hoped would have been read. In pursuing this object, with occasional long interruption, he found considerable difficulties from the retired life he led, and still more, he was shackled by an unwillingness to give offence, which he feared he should not be able to avoid. The few sheets of paper which had been written, were long permitted to lie upon his table, and he had nearly forgotten his literary intentions, when he was advised by a brother officer to offer these fragments to the Editor of the United Service Journal. The offer was made, and the Editor was so good as to accept it. Two or three articles were worked up from the existing materials. When the writer found so much difficulty in collecting information, situated as he was in the country, possessing but few military works, and those chiefly French, he regretted that he had promised so much in his first papers,—it was necessary to go on,—and by the insertion of anecdotes, he endeavoured to make the articles amusing, if they were not instructive. Some parts of his narrative have been cavilled at; to most of the objectors he has been able to make satisfactory answers, excepting in the case of Lieut. Colonel Badcock, who very fairly complained, that the principal charge at Fuentes d'Onore (that of the 14th light dragoons) had been merely adverted to. This was a considerable omission. Will Colonel Badcock be kind enough to believe that this error was not intentional? We hope that some one may supply the defects of this sketch, and particularly that the campaign of 1812 may be supplied. If any one undertakes this, he will necessarily begin with the affair in the South, in which General Slade's brigade suffered great loss; and by referring to the French account, particularly one entitled *Conquête d'Andalousie*, he will find that this was a deep laid plan, in which L'Allemand was directed to retire in confusion, and thus to lead the British into a snare, from which they could not easily escape.

No similar instance can be produced on our side; for it is well-known that we did not deal in such ruses. In those instances in which

we have overwhelmed the French advance, it has always been by an open attack, such as the 13th at Campo Major, where, indeed, Colonel Head was drawn into a snare, when his victorious squadrons were not supported. In the passage of the Esla, a whole piquet was taken; they allowed the 15th to gallop in upon them,—the piquet was too weak to fight,—it was too late to run away. The following day the French chose to mistake the 10th hussars for Portuguese, although the hussar brigade had been lying most part of the preceding day almost in sight. A great many instances of the same kind occurred before the battle of Toulouse; in all of which the British were victorious, but not by stratagem. On the retreat to Corunna, and during the preceding few days, which formed the whole campaign, although the French cavalry was immensely superior in point of numbers, Lord Paget managed the British cavalry so well, as never to allow the French horse to be the slightest annoyance to our army, and also defeated them in many encounters. At Talavera, the French made little use of a host of cavalry, while the British cavalry, by a daring charge, rendered the most signal services. On the retreat to the lines, the French cavalry, out-numbering the British in the ratio of three to one, were kept at bay and defeated in numerous affairs. At Fuentes, 5000 French cavalry, in good condition, were retained by 1200 British, after their advance had been defeated. At Albuera, the defection of the Spaniards gave an opening to a brigade of hussars and lancers; but during the remainder of the day, the French were not able to make any use of their large body of cavalry. At Salamanca, the British cavalry rendered good service; and after that period, the French cavalry was in less force, and consequently never able to do anything of consequence.

We are quite at a loss to understand how the maligners of the British cavalry make out their case, and improve their own intelligence. It is not difficult to find fault with anything or any body; as nothing and nobody is perfect. Now, we are far from pretending that the British cavalry is the one exception to human fallibility; but we do assert, that during that period of the Peninsular campaign in which the French cavalry always out-numbered the British in the ratio of two, three, four, or even five to one, nothing of consequence was achieved by the French; and when the numbers became equal, and finally, when we were superior in number, the French cavalry became helpless, unless well supported by infantry. That the cavalry was not enough employed, we willingly allow; but that must be attributed to a cause not affecting their merit, and one on which we do not choose to enter. We state these matters broadly; we are unable to enter the lists of logical discussion; the subject does not require it; and if we were challenged, we should answer in the words of an excellent lady, whose son's tutor sometimes corrected slight errors in her conversation:—"Now don't contradict me, Mr. Brown, for that puts an end to all argument." In conclusion, we beg to offer a few remarks on the use of cavalry. They are, probably, common-place, and not very interesting; but such as they are, we mean to wind up our sketch with them.

We consider that it would increase the efficiency of the British cavalry if all the heavy dragoons carried cuirasses. There are at present but ten regiments of heavy cavalry, independent of the household brigade; and we think, that probably as great a force of heavy horse

would be required in the event of a continental war. We are aware that many objections are made to the cuirass, and we acknowledge that some of them are well founded. The only material disadvantage, in our opinion, is the hardship to which the men are exposed in carrying the cuirass. We do not allude to the weight, for when the cuirass is well fitted to the shape, its weight is not oppressive; the difficulty the cuirassier has to contend with is, that cold and heat are each made more unbearable by the plates of cold iron attached to the body. This is the great objection, and the means we would employ to obviate this difficulty is, to make the cuirass of solid leather, instead of iron. It would be equally sword-proof, and little less effectual in turning a bullet; but whether it had that power or not, such an armour would give great confidence to the men, and that is the point to be attained. We feel convinced that the household brigade, as it is equipped, would set at defiance twice its number of any cavalry in Europe; and the dragoons of the line would be very little inferior to that fine body of men, if equally clad in armour. We have frequently been told, Englishmen do not require armour, but will fight as well without it. We do not mean to dispute the courage of our countrymen, though we do not admire the vain assertions we often hear of the heroism of Britons, coupled with the implication, that all others are cowards; but we feel confident that a man of very ordinary courage *cuirassé* will be a match for the bravest man in Europe equipped as a dragoon, *i. e.* without his shell. We do not know of any other alteration of moment, except giving all the cavalry good and efficient arms.

The second observation we would make is, that on service the same corps of cavalry and infantry should act together as much as possible. They would acquire mutual confidence; and there is an indescribable something beyond this. It is usually considered, that good whist players play best with those whom they have been accustomed to play with as partners. So the horse and foot soldier should know each other's game.

The third observation is, that the officers of cavalry, instead of being restricted, should be encouraged as much as possible to acts of chivalry—that by carrying off piquets, cutting lines of supply or communication, surprising posts, charging on the skirmishers which are covering the enemy's advance,—the officer may acquire more address, and secure the confidence and admiration of the men. The objection we have always heard made to this principle is, that the loss of man and horse, especially the latter, would be too great; the effect would not be sufficient remuneration—in fact, that *le jeu ne vaut pas la chandelle*,—but we think that the moral advantage would be sufficient recompense, and the mischief done to the enemy so much gain. The expense of cavalry on service is, the providing them with forage,—compared to which, the value of the horse is nothing.

During the campaign of 1811, the Royal Dragoons had about 250 mules merely to carry corn from St. João de Pesquiera to their quarters. Government paid a dollar for each mule and a dollar for each capatras, who conducted four or five mules; the amount for mule transport was—

250 mules	•	•	•	250 dollars	•	•	•
50 capatras	•	•	•	50	•	•	•
				300 dollars	•	•	•

which, at the rate of 6s. per dollar, amounted to 90l. per diem; at this time the regiment did not bring above 450 swords into the field, so that each of those cost government about 80l. per annum, merely for carrying corn forage from the Douro. The corn had previously been purchased at a great price, shipped, landed at Oporto, re-shipped into river-craft, and towed 140 or 150 miles against stream. We may have stated this matter somewhat incorrectly, as it has been done from memory; but we have no fear of contradiction in asserting, that the expense of sending horses from England was trifling in comparison to the charge of supporting them in the field.

It would be very advantageous to have single squadrons of cavalry placed under the command of the general or division of infantry, in battles;—a single squadron, judiciously placed, may have the most beneficial effects. In case of discomfiture, a charge of cavalry may check the advance of the enemy, and allow time for the retiring party to form; on the other hand, when a corps of adverse infantry has been driven back, they may be advantageously attacked, and at least, by being threatened, the enemy will be obliged to form, and consequently their retreat will be retarded.

When the line of posts and object to be attained has been pointed out to the officers of cavalry, they should be allowed to choose their ground, and should be responsible for the posting their piquets; in the same way, patrolling should be entrusted to the cavalry officers: such is the case at present, when the duty is laborious and little credit to be gained; but when matters are otherwise, then some staff-officer appears to take it into his own hands. We found this remark on the opinion of one of the most distinguished officers of our staff, now no more. The writer had the honour to be known to him, and having been applied to, by another officer of the staff, for a party to accompany him on a reconnaissance, the writer consulted the gallant officer above-mentioned; he received for answer, "Give him no men; make the patrol yourself; you will do it just as well, and it is your business."

There is one evil which we shall take notice of, and which we should rejoice to see removed. We allude to the expense of living in a British cavalry regiment. This arises from the richness of appointments, the expense of the mess, and the frequency of quartering on inns instead of barracks. The writer joined a regiment on the 24th of September (during the war). He embarked for foreign service the beginning of January, having lived at an inn during the whole of the intervening period, with the exception of about three weeks. The mischief of this expensive living is very apparent: three-fourths of the young men in the army are not able to enter the cavalry. In the British service, officers are employed in cavalry or infantry, as suits their taste and means of procuring the transfer. This is at it should be; for the principles of the service are intrinsically the same, and a good officer in one service will be equally so in the other. This is not the case on the Continent; and if the expense of our cavalry service was lessened, so as to make it attainable by a larger portion of our officers, it would be of great advantage, and would tend to place the British cavalry on that permanent station which it ought to hold, and which it will occupy when the elements of which it is composed are turned to proper account.

A FEW REMARKS ON THE SIEGE OF ANTWERP.

BY A POST-CAPTAIN.

[A singular coincidence in the records of Land Sieges enables us, by the addition of the following characteristic contribution from an "excellent" hand, to realize in our *Memorabilia of Antwerp* the due combination of the *United Service*.]

To the Editor of the United Service Journal.

In your highly interesting and elaborate account of this memorable siege, which has been compiled with so much zeal and talent, you request your readers to favour you with any additional remark or information they may be pleased to add.

I therefore beg to offer you a few casual observations, which I am the more inclined to do, being of the *United Service*, a naval man, and, I believe, the only one of the same rank at Antwerp at the capitulation of the Citadel.

It cannot be expected that a sailor could detail the *modus operandi* of a siege; and as you have followed the operations so closely and scientifically, any further attempt would be superfluous.

I fully agree with you, that it is extraordinary how few military men, and I may add naval, availed themselves of this opportunity of witnessing what must have been alike gratifying, if not instructive, to all arms of the service.

It might have proved beneficial if at least two of the cadets from Sandhurst had been sent over under one of the senior students, who are commissioned officers. It would have been considered an *event* in the annals of the college; and on their return they could have elucidated, in the most pleasing and instructive form, the scientific details of a siege which doubtless will be studied in this admirable establishment.

I reached Antwerp at a highly interesting epoch,—five days previous to the capitulation of the Citadel.

On leaving Brussels, and approaching the scene of action, I was struck, as I think other amateurs must have been, with the total absence of all bustle on the road; and I could almost say there appeared a provoking want of some soul-stirring indication of the approximation of the *Grande Armée*. On descending from the diligence at night, at Malines, I perceived the heavens illumined by the flashing of artillery and the bursting of shells, and I heard the distant roar, which the rumbling noise of the diligence on the eternal *pavé* had previously prevented. I may *en route* remark, the roads are generally better here than in France, and the country much more highly cultivated. As the gates of the city were closed, I was obliged to sleep at Malines, and in the morning I passed about sixty fourgons with provisions for the army, each having a spare wheel*, and drawn by four small horses of the Brittany breed, in excellent condition, generally greys, remarkably handsome, and well adapted for the service; this conveyed a sensible impression of the

* All the wheels were of the same diameter, as were also those of the artillery. The carriages of the French artillery are of the latest English pattern.

gigantic extent and highly effective state of the French *matériel*. I met with no other indication of what was going on until I reached the Grand Quartier Général at Berchem; here, on the right, was a park of artillery and a regiment *en bivouac* under straw huts, and the whole place in motion. The direct road to the city was pronounced exceedingly dangerous, as shot from the Citadel were frequently crossing it. A Belgian who was in the *coupée*, a civilian, and who, as sailors would say, probably had not made his will, got out of the diligence and made a *détour* to the right. Although it was very cold, I let down the glass, truth to tell, not only to have a better view, but in case of accidents while passing two windmills, a well known spot where several had occurred. A laden chariot in our company was struck by a shot, and at the same moment a French soldier passed with his left arm held up by a comrade, the hand having just been carried off.

I was inside the city in a few minutes after this, and having procured a *carte de sûreté* in exchange for my passport, from the mayor, and in thanking him observed, I now consider myself *bomb-proof*, I proceeded outside the gates, and entered the trenches through the kindness of a French Captain O'Farrell, and a Belgian Captain Bormann, aides-de-camp to General Neigre, of the French artillery.

I am indebted to your Journal, and French officers on the spot, for an account of the occurrences previous to this time.

As General Chassé appears to have been naturally anxious for the good opinion of the Duke of Wellington and the British army, perhaps I may be excused in noticing a *general*, I won't say *common* report, current among French officers present at the siege, which I am induced to do, as in page 298 of your Journal, General Chassé is in some measure censured for not patrolling his front; or, as sailors term it, not *keeping a good look-out a-head*.

The report went to say that a serjeant of the Dutch, piquet in advance heard the French breaking ground during the night of the 29th November, and went more than once to his officer to state what he had heard, who, instead of ascertaining the truth, as it was his duty to do, treated the serjeant's statement as a delusion, natural to occur to one in his advanced position. So far for the report in question, which, if true, probably the officer was lulled into a neglect of duty, from a conviction that nothing at the time justified an overt act of hostilities, which breaking ground is generally admitted to be; consequently General Chassé must be allowed to have so far gained experience from the siege in 92, when the first night's operations were undiscovered, as to have ordered a vigilant look-out by an advance piquet.

For the sake of humanity it is as well that the Dutch engineers did not discover that the trenches were opened until nine o'clock the next morning: there might otherwise have been a few more French shacos to spare, but the Citadel would have been taken *tout de même*.

The well-known fact, though not mentioned in your Journal, that a Belgian officer laid, and Belgians solely worked, the *mortier monstre*, cannot be considered but as a breach of neutrality; and as a more gallant kind of breach—that in the bastion Toledo—was so near accomplishment, it is to be regretted that it was ever permitted*. A crowd

* It may be mentioned, as a proof of General Chassé's assertion, that Fort

of thoughtless Belgians outside the Malines gate gave a loud shout as each shell, upon exploding in the Citadel, sent forth a vast volume of dust and smoke, more like the effect of the explosion of a service magazine than a shell. An *éclat*, weighing seventy or eighty pounds, from the second shell fired, which burst in the air, fell close to the French battery, No. 12; the others, in all eight in number, went into the Citadel; those which I saw appeared to me, when in the air, like a small balloon, the burning fuze being visible in day-light. One of these shells fell within about twenty yards of the principal powder magazine; and the general belief was, judging from the effect produced on a blindage where it fell, and considering its weight, (half a ton,) that had it fallen on the magazine, notwithstanding the precaution taken to give additional security to its roof, it could not have resisted its effects, in which case, as it contained about 2 or 300,000 lbs. of powder, half the city of Antwerp, with its cloud-capped Cathedral, would have fallen a sacrifice to a projectile fired by Belgian artillerymen. The mortar might then truly have been called a monster.

The conclusion to be drawn from this experiment appears to be, that should there appear a probability of such shells being again used, precautionary measures must be taken to render magazines *dans les places fortes*, permanently proof against them. Notwithstanding the weight of this mortar, and the time taken to load it, I think it not improbable that shells of much greater magnitude than those at present in general use will be employed against fortifications of the first class. This appears the less improbable, as the casemates in the Citadel of Antwerp were, as you state in page 373, almost intact after sustaining the fire from about 40 mortars, during 18 days. It may be here remarked, that had these casemates been more extensive and airy, there would have been less occasion for a mass of incongruous buildings, the burning and destruction of which elated the besiegers in proportion as they depressed and incommoded the besieged.

You have remarked, in pages 372 and 381, that the Dutch shells increased in *nicety* of range, and were more *deadly* in effect, in proportion as the approaches approximated the defences. Although you urge the attention of *artillery* officers to this subject, I venture to intrude a remark or two, as you appear to invite discussion for the laudable purpose of being useful to the service.

As a proof of your position, you give the comparative effect produced on the *personnel* in Montebello and the breaching battery; this, I conceive, cannot be taken as a proof of the accuracy of the fire, because the marks of the shells which fell into Montebello were absolutely countless. The commanding officer, Captain Vasseur, of the French artillery, (I feel a pleasure in writing his name from a remembrance of his great civility,) supposed them to amount to more than one hundred and fifty, a number which must be considered enormous, as the fire was divided between so many points in the early part of the siege, whereas latterly, the whole efforts of the besieged (though certainly more circumscribed)

Montebello was one of the works constructed for the defence of the place, and *not to attack* the Citadel,—that the door of one of the magazines in Montebello faced the Citadel, and notwithstanding precautionary measures, was much exposed during the siege.

were directed to the breaching battery, and its Siamese twin-brother the *contre-battery* adjoining on its left. The escape of life and limb among the French artillerymen in Montebello was truly miraculous.* Guns were dismounted, the interior of the fort ploughed up in an extraordinary manner, even the *pot-au-feu* upset, which was the most galling of all to a hungry soldier, and yet only one artilleryman (not an officer) was slightly wounded on the temple. This is in a great degree accounted for, by admitting that the shells projected to the *greatest distances were thrown with the greatest velocity, and fell from the greatest height*; consequently, they buried themselves proportionally deep in the spongy and soft ground, whereas *those blown over* the bastions into the nearest batteries, penetrated the earth less, and having the shortest fuzes, consequently failed less often, and were for these two reasons most destructive among the men.

You have justly remarked, in page 297, that the state of the ground was not only the means of saving life, but generally favoured the operations of the sap; and I beg leave to observe, as an additional and conclusive proof of the unerring aim of the Dutch mortars in *distant* firing, that in the same page it is mentioned, that 28 shells fell into a distant French battery, No. 7, in one day, only three casting their splinters above ground. I am, therefore, humbly of opinion that the question mooted as to the relative correctness of *distant* and *proximate* mortar-practice cannot be decided by any data which this siege offers to the artillerist. But the effect produced by shells on casemated buildings must depend, as has been by others remarked, on the height to which they have been projected; therefore, if the greatest effect is required, the elevation given to the *mortar* must be increased when the batteries approach very close to the place bombarded.

* While on the subject of projectiles, I may relate an ingenious and novel mode of vertical fire which was explained to me (on my arrival at Paris from Antwerp) by the gallant Admiral who immortalised himself at the siege of Acre. In the Pasha's garden there was a 24-pounder, for which they had no shot that would enter the muzzle; and as the French were close under the walls, Sir Sydney caused the gun to be fashed in an upright position, and charging it with a small quantity of powder, the shot were placed on the mouth of the gun, and on being fired into the air, they fell on the heads of the French.

The Dutch stuck to their guns as they have always done on ship-board; but such accuracy of fire to the last could not have been anticipated, exposed as the artillerymen were to an unprecedented number (about 140) *bouches à feu* during 19 days†.

In speaking to a French officer on the extraordinary good fortune of the French in escaping the effect of the Dutch fire, he accounted for it

* Musket balls from the Citadel frequently entered Fort Montebello. An artilleryman had his *bonnet de police* perforated by one; and while the writer of these remarks was in conversation with an officer attached to General Rumigny, a musket ball entered an embrasure and passed between them. A Polish officer was with General R. in the trenches as an *amateur du siège*.

† The reputed loss of the Dutch in the Citadel, among 4500 men, was about 140 killed outright and 400 wounded. The French had about 100 *tués roides* and 600 *de blessés*, in the batteries and trenches. But doctors differ, therefore I cannot answer for this report.

by saying—" *il faut convenir le bon Dieu est Français*,"—which was reversing the common saying among the Belgians, when speaking of the rain which fell so constantly on the French in the trenches,—"*le bon Dieu est Hollandais*,"—each implying, without any impious thought, that Providence especially favoured them. This officer told me that on one occasion, a shell was seen in the air, and on the usual cry "*garé la bombe*," the men huddled together to avoid it, and that at the next moment it fell among them, killing and wounding all of them. A Captain Montigny, who commanded the party which escalated the wall at the gorge of the Lunette St. Laurent, and was wounded severely in the hand and other places, has written a short account of the siege. He was my compaignon de voyage, from Antwerp to Brussels, *son bras encore en écharpe*.

The zeal and devotedness of the French soldier were remarkably conspicuous, and also their endurance of fatigue.

The sappers and miners, artillery, and five regiments—I believe the numbers to be 8, 19, 25, 58, 65,—of the line, performed almost exclusively the whole of the operations, the extent* and beauty of which must have been seen to form an adequate idea of them. They were, as you justly remark in page 309, admirable,—“having the air of practice-works thrown up for the instruction of cadets, rather than offensive operations constructed under a galling fire, and carried on under great difficulties of ground and weather.” The battery No. 12, of three 16-pounders, called “*la batterie aérienne*,” from its elevation, being on the top of the left flank of the *contre-garde*, was very justly the pride and boast of the French artillery.

Among many anecdotes which were repeated to me while in the neighbourhood of such stirring scenes, I venture to select the following:—At the moment of a partial *sortie* from the Dutch garrison on the works near the gorge of the Lunette St. Laurent, a French soldier had his arm carried off; he instantly picked it up, and carried it away with him. This was related to me a day or two after the capitulation by an intelligent corporal of the man's company, who remarked to me at the time, that we were then standing over the bodies of two of his comrades who fell in the *sortie*; the mounds were distinctly visible, somewhat like mummies, a few inches of earth being their only covering.

This incident was recalled to my recollection on reading its pendant since my return, in the memoirs of Sir Wm. Hoste,—a work which I venture to recommend to the attentive perusal of every officer; indeed it should, with Southey's Life of Nelson, and Lord Collingwood's Letters, be as regular an appendage to the fit-out of a youngster as his Bible.

It is observed in page 159 of these memoirs, after recording one of the most gallant actions on record, performed by the boats of H.M.S. Bacchante,—“you may cut British sailors to pieces, but you cannot conquer their spirit. One of them had his right arm shattered whilst

* The quantity of gabions, fascines, and sand bags, made use of was truly astonishing; to which are to be attributed the solidity of the works, and consequently the trifling loss of life. Of an army of about 70,000 men, 30,000 invested the place, the rest were on the Dutch frontier.—*Vide U. S. Journal* for exact description of the force and position of each arm, and correct plan of the Citadel and works thrown up.

in the act of boarding a gun-boat; instead of retreating, he took his cutlass with his left hand, and continued to press forward as long as he could stand."

The French artillerymen are a remarkably fine body of men; and on entering the battery No. 12, if it had not been for the unusual ringing noise of the brass guns*, I might for a moment have fancied myself among my old friends, *the ever-to-be-lamented, as defunct*, marine artillery. There were a few well-founded objections to the corps among some of our best naval officers; but they were, while embodied, like a lump of gold—you could make anything out of them, with this exception—they required no beating: if they were costly, it was only putting the money out to interest, to be repaid by a few *tar-nation* well-directed 10-inch shells from steam-boats, the first war we might be engaged in.

I observed the French used no locks; nor were there vent-patches to which they could be attached, although the guns were new. The 24-pounder weighed more than 2700 kilogramms, the 16-pounder more than 1900. No sights were used, but their howitzers were laid by the quadrant. The tubes were made of reeds, and I observed that they hung fire several seconds when the match was applied to them—probably owing to the damp state of the atmosphere. When this is the case on shipboard, these little agents should be put into the oven in small quantities, when it is not too hot. I observed the French artillerymen stopped the vent with the middle finger of the left hand, and not with the thumb, as with us. Several used finger-stalls to prevent the finger from being burnt, but no vent-plugs were used†.

It has been remarked in the English newspapers, that the French officers were not over courteous to the English *amateurs du siège*. I think it but just to say, that during the fourteen days I was at Antwerp, I received the greatest attention from them. Finding it was exceedingly difficult to obtain admittance into the citadel while the Dutch were still there, and wishing to take my departure from the place as soon as possible, I wrote to Marshal Gerard, inclosing a certificate from Colonel Caradoc that I was a naval officer, to state that I had resolved, with great reluctance, to interrupt for a single instant the course of his unceasing occupation, to request of him the favour to be allowed to visit the citadel, adding—"ayant fait le voyage exprès pour voir l'étonnant ravage de son artillerie." On which I immediately received a polite note from an aide-de-camp, inclosing the following, written by the Marshal:—

"Le Maréchal Commandant en Chef l'Armée du Nord, autorise Monsieur G—S—, Capitaine de Vaisseau Anglais, à entrer à la Citadelle d'Anvers.

Berchem, le 28 Xbre. 1832.

Cte. GERARD."

On the receipt of this I made my way to the citadel, my good fortune being envied by many. A French General Ruhlières had charge and permitted me to enter the gate. I had the happiness to meet with an officer of the artillery with whom I had formed an acquaintance during the siege in battery No. 12, and we proceeded together. It is impos-

* Many of the French iron guns burst at the taking of Algiers.

† I was surprised to find that neither of the contending parties made use of Shrapnel's shells, which are, I believe, such favourites with our artillery.

sible to convey by words an idea of the chaotic scene. If the buildings had suffered the shock of one long-continued earthquake, accompanied by the lightning's fire, they could not have appeared more ruinous and terrific; and the few open spaces of ground were covered with shot and pieces of shell, or deeply indented at every second step by their plunging effect. Here and there one met with the mouth or entrance to a casemate, which was crowded by the miserable though still determined-looking Dutchmen. The atmosphere need not be hinted at. A party of French artillery were busy in collecting six *entire* pieces of brass field ordnance—a work of no small difficulty,—which were presented by Leopold to the French army, to be sent as trophies to the Hôtel des Invalides at Paris; and here and there were to be seen a French guard with piled arms, warning themselves; and I must say it was bitterly cold. General Chassé was still in his casemate; but as he had requested that he might not be shown up as a *bête sauvage*, particularly to his Belgian friends, I did not attempt to see him.

The Dutch officers were remarkably soldier-like and communicative; many were decorated with French orders, and a great number of the soldiers wore a small copper medal, which had a mean effect even on the oldest jackets, and indeed did not appear, in common *parlance*, worth a copper.

It appears by the newspapers that the whole of the garrison present during the siege are to have this medal. The Trafalgar *deck-oration* was given to our sailors by a public-spirited man, Alexander Davidson, Esq.; but as it came from an *individual*, (a term which makes tars indignant if applied to them,) it was not so highly prized as if it had been a gift, as it ought to have been, from Head Quarters. The idea was followed by our Government to commemorate the battle of Waterloo, but they hung fire at Algiers the year after.* The Dutch now give the whole of the men in certain actions a *medal*. The system seems good if acted on with proper discrimination, reserving the *cross* as more *chivalresque* for individuals who may distinguish themselves.

My companion of the French artillery, while conversing with a Dutch officer, alluded to the circumstance mentioned in your Journal, p. 338, of a shot from the Citadel having entered the muzzle of a French 24-pounder, and then asked him if it were also true that a shell from the French Fort Montebello had fallen into the Citadel, and ignited the charge or priming of a Dutch mortar already loaded and pointed at Montebello, causing the shell to fall into the Fort as intended. This singular circumstance the Dutch officer affirmed to be a fact.

It was generally remarked that the great gun practice of the Dutch artillerymen was remarkably accurate: and you in pages 315, 338, 343, 373, allude to it, observing that the precision of their fire could not be exceeded by any gunners in Europe. Being an advocate for dispart sights on *land service* as well as naval ordnance, I was naturally anxious to remark whether the guns in the Citadel were fitted with them, and I was delighted to find that they were, though certainly of the rudest con-

* There has been hitherto an unaccountable mistiness about sailors, which is now dispelling. A *Sea breeze*, a *Royal breeze*, has sprung up in opposition to the *old land wind*, and they are now squaring yards, (witness Trafalgar Square and West India Governor *Ships*;) determined to carry the *Main Royal* through all squalls, and not suffer it to be *lowered* an inch.

struction possible: they consisted of a piece or lump of wood, the requisite height of the dispart, buckled round the gun at the muzzle astragal by a leather strap. As the French artillerymen had nothing to guide the eye between the line of metal (that from the breech to the muzzle, about $1\frac{1}{2}$ degree), and point blank, (i. e. line parallel to the bore,) I was now no longer at a loss to account for the superior correctness of the Dutch fire.

On observing these sights, the French officer remarked, that they were for taking aim when the object was considerably nearer than point blank distance: this I readily understood, as I was aware the French call *point blank* what we call *the line of metal**. While on the subject of sights, I may mention that Captain Brown, of the navy, so justly celebrated as the constructor of the chain-pier at Brighton, proposed some time since a sight to be used in breaching batteries, and whenever the men, while taking aim with great guns, were unavoidably much exposed. The utility of such an invention was shown, particularly in one instance, at this siege; and if the French had had a little more reflection, i. e. used such an instrument, which is a small highly burnished metal reflector, some lives might have been saved: a *chef de bataillon*, a captain, and an artillery-man were killed while looking out of an embrasure along a gun in either the breaching or contre-battery, I am not certain which. I shall not take the liberty to describe minutely Captain B.'s simple invention; but I may state as a proof of its correctness in practice, that I once stood sheltered by the shipside entirely clear of a port, which is wider than the embrasures in these batteries, with my back† to an object at which I pointed a long 18-pounder, and although it was distant 609 yards, it was hit the first shot. Captain B. was present, and the trial was made at his request—it was thus proved to answer at long shot; yet it was not contemplated to make use of it except in batteries on shore, when under close fire from great guns or musketry.

It is not likely to be of service on ship-board, where the men are screened from view by smoke, if not by bulwarks when at *close quarters*, at which time all sights are nearly useless, excepting now and then for a chance shot as the smoke clears away.

But “once more unto the breach.” The Bastion Toledo was the point to which the curious made their way on entering the citadel. The breach which was made in its left face was nearly practicable, and would have been quite so, had the firing continued a few hours longer; the slope from the ditch, which was about 50 feet in height, appeared at a guess to be at an angle of 45 degrees.* The *coup d'œil* from its summit was most imposing—one stood about 30 feet above the terreplein, or ground on the opposite side of the ditch, which was about 30 yards wide—one of the two *descentes au fossé à ciel couvert*, the *ne plus ultra* of engineering, was observable by the opening through the counterscarp or wall on the opposite side, at the water's edge, with the heads of the curious peeping through it. On looking far around, the position

* Point blank is said to be about a mile, in a recent work by a Sailor. Surely the Excellent's establishment was much wanted.

† Probably the necessity of thus turning one's back on an enemy may be an insuperable objection to its adoption in our gallant artillery, without it be remembered that it is only intended to be used while you are battering him *en brèche*.

of the different batteries was distinguishable, and the parapets of the trenches were to be seen crowded with soldiers, in their various uniforms, and in the intermediate spaces the artillery and miners were especially employed digging for shot, unexploded shells and their splinters, for which they received an established price at head-quarters—added to these, it appeared as if the whole population of Antwerp, dressed in all the colours of the rainbow, had sallied forth from the gates of the city, forming altogether such an animated scene as I had never before witnessed, the effect of which was heightened by seeing the breach crowned by French and Dutch officers, men who a short time previous had been such deadly foes, now interchanging friendly salutations, or in earnest conversation, discussing the merits of the siege, and awarding to each other praise where it was due. Among them was General Neigre, the head of the French artillery. •

On reaching the mound between the Alba and Duke bastions, on which was the flag-staff, my companion observed a small piece of the flag, which had been flying during the siege, hanging to the splinters of the staff where it had been struck by a shot—this the French officer dislodged with some little dexterity, and divided it, presenting me with the largest portion, saying, “*Nous partagerons ceci en frères*”—we will divide this like brothers. I had in a few minutes after an opportunity of also making a fraternal offering. I observed a Dutch prisoner employed milking one of the miserable-looking cows which had escaped destruction, even “war to the knife.” Some milk was immediately presented on asking for it; my companion and myself then drank from the same cup the milk of mutual kindness, which we both equally enjoyed. Nelson used to tell his youngsters to “hate a Frenchman as they would the devil.” This was as it should be during a *devilish* long and tiresome blockade, *mais quelle révolution dans les choses de ce monde et dans nos idées!* Since my Toulon cruises I had been *en curieux* on board Admiral Villeneuve’s ship at *Spithead*, and was now, by the kind permission of Marshal Gerard, in the Citadel of Antwerp.

It may be remarked that the Dutch flag sent to Paris by the Marshal was the colour of the 10th regiment in garrison in the citadel, and not the flag which was flying during the siege: the remains of this, for it was torn in several places by shot, were said to have been burnt by the Dutch.

There were several women in the citadel during the siege—these belonged to the soldiers; General Chassé’s friends were wisely sent to Bergen-op-zoom some time previous; two women were unfortunately killed; one of the soldier’s wives told me she was born in the citadel, and said, “*Voilà le reste de ma maison*,” pointing to a heap of ruins.

I have to add to these remarks (which have been spun out far beyond my intention) an anecdote or two of Captain Koopman, the commandant of the flotilla, who, to use a French expression, appears to have been “*brave comme son épée*.” As the firing had ceased, fearing that the negotiations for the surrender of the place might succeed, he proceeded to the citadel to offer his services, and those of his 300 sailors, to General Chassé*, to defend the breach: this he stated to a French

* “Of many hundred grant but three,
To make a new Thermopylæ.”

officer himself in his 'rather imperfect French, "Je dis au Général Chassé que j^e défendra ton brèche avec mes trois cents matelots." When this French officer was sent to the Tête de Flandres to disarm him and his officers, the latter were inclined to resist, until Captain Koopman recommended compliance as of stern necessity. But when it was understood that the officer was to convey their commander to head-quarters, they rushed into the room in a body, and with tears in their eyes declared they would not part from him; and it was not until the French officer had given his word of honour that he should be treated with proper respect and kindness, that the separation took place*.

In expressing my acknowledgments for the pleasure and instruction I have received in reading the operations of this siege in your Number for March, I beg leave to make a remark on the statement respecting the Belgian army, contained in p. 355. It is not the result of my own observation; I should not, as a sailor, suppose myself competent to give an opinion on the subject; but having mixed much with French officers, whom all must allow to be tolerable competent authority, I can assert that the general impression among them was, that the Belgian army could not be considered effective, in proportion to the numerical strength it had from peculiar causes suddenly attained. Although there had been time to perfect *le simple soldat*, good officers could not be procured as readily in sufficient numbers for so large an army. It was admitted that it contained a vast number, but they are not so indigenous in a Belgian as a French soil, where they spring up *à coup de baguette*. The impression of this defect was such, that many of the French declared they hoped they might not have to act in concert on the same field of action.

It was at the same time gratifying to find that the French officers allowed our alliance with them necessary for France to maintain the political position she held at the moment of this siege, when it had been announced that *le premier coup de canon ébranlera l'Europe de fond en comble*: this was entirely overlooked by Mons. Gendebien and a few worthy members of the Belgian Chamber of Deputies, when they voted for the destruction of the Lion of Waterloo, as a compliment (*en tout sens équivoque*) to the French army, immediately after the broad ægis of England had been held over their backs, while fighting the Belgians' battle in the trenches before Antwerp.

But I shall avoid politics, for Shakspeare tells us—

"When clouds are seen, wise men put on their cloaks."

And as "mon siège est fait," I must take my leave, and remain

Your most obedient Servant,

G. S., Captain R.N.

* The burning of his flotilla was both just and wise in Captain Koopman; it might otherwise have been used against forts Lillo and Liefkenshoek.

ROYAL NAVAL SCHOOL.

Naval Club, Bond Street, April 22.

MR. EDITOR.—The failure of the scheme for raising a building fund upon debentures of 25*l.* and 10*l.* entrance monies, having compelled the Council to commence operations on so limited a scale, that the expenditure must far exceed the revenue, I am induced, from the deep interest you have displayed towards the success of the Royal Naval School, and since the United Service Journal has become so completely the monthly organ of the Service, to request insertion of the accompanying letters, which were written expressly for publication, at a time when the unpleasant task devolved on me to oppose the baneful resolution adopted in council of appropriating Bell's donation to the altering and furnishing of Hartwell House, when the conditions of the great philanthropist were, by his own showing, in his first letter, that the establishment of the Institution and the Madras system should precede the gift.

The more I see of the working of these debentures, &c., so inveterately persevered in against the declared wishes and sentiments of the Service at large*, the more am I convinced of the fallacy of the attempt to render any nomination rights more popular to the subscribers, more profitable to the funds of the Institution, or more useful and less oppressive to the junior branches of the profession, than those unanimously agreed to at the first meeting, presided by the late Admiral Sir Joseph Yorke.

Besides the impossibility, and, I may say, absurdity of raising anything like the amount required for building upon such trifling sums as 10*l.* entrances, they are a direct tax upon the poor officer, by increasing to 27*l.* the annual charge for board and education, which was fixed at 25*l.*, and not to exceed that sum: but, on the contrary, to be reduced in proportion to the accumulation of funds, as recommended by the officers at the sea-ports, for whose benefit the plan was originally designed; and until that sum be reduced to 15*l.*, very few of those who are so anxious to avail themselves of the superior education to be provided in the school, can derive any advantage from it.

The main causes which have retarded the progress of this infant Institution are the little courteous and gentlemanly deference shown to practical and professional men of literature, abolishing the share, making 25*l.* the *minimum* charge for education instead of the *maximum*, and raising the annual subscription from one day's pay to two, &c. These changes and innovations created a hostile feeling towards the Parent Society, and contributed more than anything else to the fatal resolution respecting Hartwell, which deprived the Society of the greatest benefit yet conferred on it, as in this princely mansion, and in no other, can our original intentions obtain that importance in the public opinion of the country which they deserve, or can we put into practice those genuine principles of philanthropy, contained in the *Original Prospectus*†, which commanded the admiration and sympathy of the whole

* In proof of which, I refer to the resolutions passed at the general meetings called to consider this subject at Portsmouth and Plymouth.

† "I have read with attention and admiration the prospectus which you have sent me, for the establishment of a school for the education of the sons of naval officers. Under the full persuasion that such an establishment is calculated to be of the most extensive benefit to men whose services are entitled to the gratitude of every Englishman, I shall be happy to have my name inserted as a subscriber for one share.

"To Capt. J. Brown, Bath."

"RICHARD SAUMAREZ, Physician."

"Dear Sir—Parliament, I believe, votes annually sums in aid of schools of a public nature. I think there is a school in Ireland that receives such assistance. I would ask can there be any school in the United Kingdom that has a stronger claim on the country than the proposed Royal Naval School?"

"MATTHEW P. LUCAS, Alderman."

"To Com. W. H. Dickson, Watlingbury, Kent."

U. S. JOURN. No. 54, MAY, 1833.

service and country. In Hartwell House only* can the terms for board and education be gradually lowered, and a building fund amassed at the same time; whilst at Camberwell they will most probably be augmented, and the idea of building must be totally abandoned. Had Hartwell therefore been supported in a less domineering manner, no opposition or resentment would have been manifested towards it at the Portsmouth meeting, at which I understand the general cry was, "We will have nothing to do with Hartwell or with the report"—"We think it all wrong and inadmissible;" and although Admirals M'Kinley, Austin, Ommaney, Captains Purvis, Whylock, &c., attempted to soothe these harsh feelings, nothing would appease them; they proceeded to demolish every atom of the report, not one line of which met with a single expression of approbation: indeed I am told that more general indignation never was expressed by gentlemen.

It is much to be deplored that the advocates for an expensive education had not first allowed the original plan, which appeared to give "universal satisfaction," to have been tried; and when that had been found to answer, they might have ventured to indulge in expectations of a higher nature,—they might have further enlarged the objects of study in any way they pleased. The school might have been furnished with museums of natural history, mineralogy, a riding-school, and even with a chemical laboratory, and permission might have been given to particular boys to indulge in any special taste they might have for collateral studies; but the extensive circle of sciences proposed by the "*esprits forts*" would, in the opinion of practical men, have distracted the attention, and have far exceeded the mental powers of mere schoolboys; the plan took in too wide a range for an institution whose professed object is merely to afford a cheap and suitable education to a class of the community whose circumstances do not enable them to furnish that advantage to their children. Classics, mathematics, arithmetic, history, geography, English literature, and the modern languages, with those studies which more particularly concern the naval profession, as recommended by Professor Laurent, appeared, therefore, to the parents who had taken shares upon the original plan, quite sufficient to occupy a youthful student; while botany, mineralogy, and geology, with all the rest of the ologies enumerated by the "philosophers" in their plans and supplements to plans, were pursuits which ought to be left to the taste of maturer years.

Were the Council to act wisely, they would be the first to hold out the olive-branch, and invite the subscribers at the sea-ports and Bath to select an officer from among them to attend the next general meeting, whose travelling and lodging expenses should be defrayed by the Institution. This conciliatory step was proposed last year to the Council, but, like every other suggestion of mine, was negatived, or, if adopted, never acted upon. I know many 10*l.* donations at Portsmouth and Plymouth, which were made and withheld for the want of a little courtesy towards the sea-ports, which, if extended to them in this instance, would be immediately forthcoming, and more than cover the presumed expenses.

* "In conclusion, I am of opinion that there is not an objection to Hartwell House, except the distance from London, (this objection is obviated by the ingenious suggestion of Mr. Laurent, who proposes 'that the establishment should defray the travelling expenses, and put on an additional charge of average to each student.' The Greenwich boys are brought by steam from London to Plymouth, and *vice versa* for 3*s.* 6*d.* each; and any coach proprietor would contract for the conveyance between Hartwell and London at the same moderate rate;) but I am also of opinion that no house like this will ever be found near London, under at least double the rent; and I beg also to call the attention of the Council to the circumstance, that no house or building could be entered upon to accommodate three hundred boys, without an equal or even greater outlay than what is now proposed for Hartwell; and the estimates therefore may be taken at the outside.

"ROBERT CANTWELL, Surveyor."

Let Captain Jenkin Jones*, now a member of the Council, a man of "sound head and honest and independent heart," draw out a resolution to this effect: he has more than once expressed himself with warmth upon this very subject. The original plan or resolution, then re-established, and held up to the service as the fundamental principles of the Society, (which they are,) and enforced as they would be by the earnest and sincere eloquence of those who support them, demands for 25*l.* shares, to be called for by instalments of 5*l.* each, would pour in from all quarters, and set once more "the vessel of the institution" afloat. "*On revient toujours à ses premiers amours.*"

I am, Sir, your very devoted servant,

W. H. DICKSON, Commander.

P.S.—The funds of the Institution amounted to 15,695*l.* on the 1st of October last, exclusive of shares, &c.

The annexed correspondence is herewith submitted to the Service in further confirmation of the sentiments contained, and referred, to in the foregoing Letter:—

[From Sir E. Codrington.]

Hampton Lodge, Brighton, 13th February, 1832.

Dear Sir,—In watching the progress of the proposed Naval School, I have observed with great regret a divergence from the principle of the original plan so cordially supported at our early meetings. The object avowed at the meetings at which I have been present, whether in London or at Portsmouth, was to enable the children of our poorer brother officers to receive such tuition as would facilitate their making future provision for themselves by their own exertions: the measures proposed at the latter meetings in London seem to contemplate an education liable to be coveted by a class which should not be thrown upon an institution the purpose of which is naval philanthropy.

Prevented by professional absence from attending the late meetings, I feel it due to you, as the founder of the Society, to declare my intention of withdrawing from it altogether, unless it shall be established upon its original foundation. I know not how far my sentiments may be shared with those who took an early interest in the subject; but if they should be as generally prevalent as I believe them to be, it may be useful for me to state my readiness to unite with them in forming the Society upon its original plan, unconnected with those whose views seem to me quite inconsistent with it. To which society, under such circumstances, the munificent donation of Dr. Bell would belong, must be determined by the date, and the terms of its presentation.

I shall be ready to state my sentiments upon the whole of the subject, at any future meeting. In the mean time, I will candidly express my conviction, that if the generosity of Dr. Bell is to entail on the Society the alteration of the plan that appears to be contemplated, the original object may be more effectually obtained without it. In conclusion, I will only repeat my willingness to use my best exertions in the formation of a school upon the plan originated by you; which will afford the means of giving to the minds of the children of our poorer brother officers "that disposition and those habits that may enable them to attain any part of knowledge they may stand in need of in the future course of their lives."

I am, dear Sir, very sincerely yours,

To Capt. W. H. Dickson.

EDWARD CODRINGTON, Vice-Admiral.

* "My dear Sir—If you fancy particular individuals are likely to forward the interests of the plan at the out-ports, why not ask them from London to form themselves into branch committees, and establish a regular correspondence with the council of administration? Then one would act and answer queries with something of authority. I must honestly say, that I think a little courtesy from the managing party in town would not be thrown away on the out-ports."

"To Comm. W. H. Dickson.

"J. J."

[From Rear-Admiral Sir J. Brenton to Captain Lord Selsey.]

Greenwich Hospital, 6th February, 1832.

My Lord,—I have the honour to acknowledge the favour of your Lordship's letter of the 31st ult., and to express my entire concurrence with the sentiments contained in it respecting the appropriation of the donations and subscriptions given for the proposed Naval School, to the establishment of an Orphan Fund, and of the necessity of reverting to the system of shares as proposed by your Lordship at the meeting on the 29th of April. Some measure of this kind becomes absolutely indispensable; and every discussion which has taken place upon the subject has afforded fresh proof, that unless a capital is raised by this or similar means, the establishment cannot take place.

I have watched the progress of the intended institution attentively, and am more and more convinced that the object of the original prospectus of Captain Dickson, that of assisting our brother officers of limited income, cannot be attained by the measures now in contemplation: the sum required for education is far beyond their means. At the same time the benevolent feelings called into action by this appeal have most providentially pointed out the way to complete success, by the munificent contributions which have been made, and which will rapidly increase should the plan be brought fully into action.

Before this, however, can be effected, a capital must be obtained for the outfit of the school, (either for building or hiring a house,) and other contingent expenses. This may be done either by the shares above mentioned—each share giving a nomination, and transferable by the sanction of the managing committee—or by the means of a sum paid on the entrance of each boy, (say 20*l*.) which, supposing him to remain four years, will raise the price of education to 30*l*. per annum.

It will be said, by this latter plan I am increasing the expense, and putting the advantages of the school still farther beyond the reach of the distressed officer; but it is to be recollected that, by such an arrangement, only such parents will send their children, on these terms, as are able to afford the expense, and who, but for such an establishment, would be called upon to pay twice the amount of the sum here proposed, and that, perhaps, for a very inferior description of education.

On this system, the whole expense of the establishment would be borne by those whose incomes would allow them to choose between this and any other institution; and all the amount of donations and subscriptions would form a fund for the education of those who had no other means of procuring it, gratuitously or otherwise, as the case might require.

I believe that, were the system of shares resumed, the whole sum for three hundred boys would be subscribed immediately; and I am led to this conclusion by the very general approbation the proposal met with when first suggested, and the disappointment and regret as universally felt and expressed when the plan was given up.

Such, my Lord, are my views upon this important subject. I can see neither difficulty nor danger to be apprehended from such an undertaking, but, as far as human calculation goes, a certainty of success.

I have the honour to be, my Lord, your Lordship's most obedient servant,

JAH. BRENTON.

To the Right Honourable Captain Lord Selsey.

[From Sir R. Dobson, Chief Surgeon of Greenwich Hospital.]

Greenwich, Feb. 9th, 1832.

From some pamphlets that have lately been published relative to the establishment of the Naval School, it appears to me, and many other officers, that you are not only deviating from the plan first promulgated, but that you are also actually endangering the funds already subscribed. I there-

fore beg leave to observe that it is incumbent on the Council to adhere as closely as they can to your *Original Prospectus*; always bearing in mind, that the object of such an institution was to enable the poor officer to educate his sons suitably to their relative rank in society, without being under the necessity of sending them abroad for that purpose, whereby they often lose the character and patriotism of a true Englishman.

Approving of the principles laid down in your prospectus, and feeling a desire to aid in the accomplishment of so laudable a design, the late Dr. Bell became a liberal contributor to it, exacting as a condition, that all the education which the prospectus contemplated could be afforded by his plan cheaper than by any other, more, I presume, than with any idea of increasing the expense of education by multiplying head masters, and keeping the boys at school to the age of eighteen, to prepare them for the university.

The money required for building a proper school with houses for masters, &c., may be easily raised by throwing open the school for any person whatever to purchase nominations at 25*l.* each; four hundred of which will at once fetch 10,000*l.*, and if that be not deemed sufficient, let each nomination be raised to 30*l.*, or even higher. This plan, at the same time that it will produce enough to build the school, will quite do away with shares, without precluding the rich or the poor man from sending his son to be educated there; either of whom, by purchasing a nomination, may send his son as a matter of right; while many benevolent gentlemen, with no children of their own, will buy, for the sake of having the gratification of nominating, from time to time, the son of some poor but deserving officer. These nominations are to be transferable; but none but naval officers' children are eligible to be nominated.

The money that has already been subscribed should be placed out at interest; which interest, as well as the annual subscriptions, should go towards reducing the charge of education to the poor officer's sons, or giving a trifle to those poor officers who live at too great a distance to afford the expense of sending their sons back and forward at the holidays, except his Majesty's annual subscription of 100*l.* and Dr. Bell's 300*l.* a year, which should go for free scholarships, for as many orphans as the respective sums will maintain.

The above hints are offered for your consideration, as expressing the wishes of many with whom I have conversed on the subject of this important undertaking, for the prosperity of which you are aware how warmly I have all along felt interested.

I am, my dear Dickson, yours, &c.,

R. DOBSON,

To Com. W. W. Dickson.

Chief Surgeon of Greenwich Hospital.

Hastings, 30th December, 1831.

My dear Dickson—I have received your letters; and while I thank you for your remembrance of your old chum's interest, allow me to express my regret, that anything should arise to impede your progress towards accomplishing the useful and benevolent object you have in view. I believe I may lay claim to be among, if not the first of your friends, to whom your highly laudable project was communicated; and seeing the prospective utility of it to the naval service, I at once marked my sense of its value by as hearty and extensive a co-operation on my part as my situation upon the *blockheads* of the coast permitted, who hailed with acclamations the prospect of, if not their minds, at least their children being enlightened at a reasonable rate, in a purely naval school, to which all might, by a trifling subscription, have a right of entrance for their children. It was with the truest pride and pleasure that I saw my endeavours successful in the cause, and that our feelings and wishes were so promptly and warmly responded to by our brethren of the coast here; and I do not exaggerate when I state, that had my duties permitted me to take a wider range, I could have sent in almost

every officer's name attached to our division of C.S.B.: beyond that I could not go at the time—many officers from their quarters sent in their adhesion—in fact there seemed a strong *esprit de corps* on the subject.

My ideas of the school are, that it will be of vast utility if economy as to tuition expenses, and a due attention to the poor meritorious officer's and widow's son, be your governing principles. If you start without duly considering these, of what advantage will the school be to the service? Officers may as well send their children to other schools; unless you hold out to them greatly superior advantages in the one intended to be established for their benefit. The school must present free admissions to subscribers' sons, and very reasonable charges, which should be regularly reduced as the capital of the school increased, with free scholarships for the widows' and poor officers' children; and thus, and thus only, can such an establishment become of paramount importance for the naval officer's consideration.

There must not be any waste of the funds by the creation of useless offices with splendid salaries at the outset. This will be doing the thing after the Irish fashion—building a splendid house, and then having no funds left to furnish the concern.

I look upon the scheme of having shares as one that will greatly benefit and enrich the school; it will bring in the wealthy civilian to the aid of the proud, but, generally speaking, poor naval profession. We have not sufficient strength in ourselves, and we are daily becoming more weak and more neglected; but let a Spartan spirit animate the friends of the service and the school, and my life for it we shall work to windward yet.

Yours faithfully,

W. P. NEWENHAM, Lieut. R.N.

FOREIGN MISCELLANY.

It has been calculated that the armies of Europe, on a peace establishment, according to the present state of the population of the several countries, take from agricultural pursuits and industry one soldier in 92 inhabitants. The numerical strength of these forces is computed to form a mass of 2,500,000 men, and the average proportion of soldiers for inhabitants is as follows:—

	Soldier.	Inhabitants.		Soldier.	Inhabitants.
Denmark	1	for 51	Portugal	1	for 139
Russia	1	„ 57	The four German Republics	1	„ 145
Switzerland	1	„ 60	The twenty-three Principalities of Germany	1	„ 148
Prussia	1	„ 76	Sardinia	1	„ 163
Sweden and Norway	1	„ 85	Great Britain	1	„ 229
Turkey	1	„ 92	The five Italian Principalities	1	„ 242
Bavaria	1	„ 113	Naples	1	„ 247
Saxony	1	„ 116	Spain	1	„ 278
Wirtemberg	1	„ 117	Tuscany	1	„ 318
Austrian Empire	1	„ 118	Papal Dominions	1	„ 431
Netherlands, Holland and Belgium	1	„ 119			
France	1	„ 139			

PRUSSIA.

The following statement of the total number of commissioned officers, distinguishing the number of each rank, in the Prussian army, is extracted from the latest official list published at Berlin, in October, 1832; by which it appears, that the service musters—1 Field Marshal (the Duke of Wellington); 15 Generals; 30 Lieutenant-Generals; 69 Major-Generals (of whom three are not of noble blood); 120 Colonels; 110 Lieutenant-Colonels; 560 Majors; 1629 Captains; 1464 Lieutenants; 5629 Second Lieutenants, Cornets, and Ensigns; making a total number of 9627: two-thirds of whom, it may be remarked, are of the nobility, according to the acceptance of that term in Germany.

REVIEWS AND CRITICAL NOTICES.

Military Bridges.

OUR readers will, we fear, accuse us of inattention to one of the best practical and theoretical works which our own, or any other language, can boast, in having so long delayed to lay before them a detailed account of Sir Howard Douglas's second and improved edition of his work on Military Bridges. The impression on our own minds, however, was that from the first edition, the work was so well known, and so fully appreciated by our military brethren, and we found, moreover, that so far as our personal knowledge extended, it was hailed by them generally, as one of the most important services that could have been rendered to the military profession, to reprint it in its present form, that we deemed it almost a work of supererogation to discuss its merits beyond our brief notice and recommendation on its first appearance. We, therefore, determined to leave to Sir Howard Douglas the honour of having written a work, which should, independent of all influence, but the unbiassed judgment of the military profession, obtain the currency which its own merits will inevitably claim for it, and become, as we are sure it is now becoming, the authority to which all reference on the subject of Military Bridges, and the various methods of passing rivers, will ultimately be made.

It has, however, been represented to us, that as there is a considerable number of young officers who have not had the advantage of regular instruction, which our military colleges afford, and many who are waiting to obtain commissions, all of whom are desirous of devoting at least some portion of their time to studies connected with their present or their future profession—to those gentlemen, it has been urged, we should be doing an essential service, in pointing their attention to this invaluable work. Under these circumstances, we at first thought a general recommendation of it would sufficiently answer that object; but upon maturer consideration it does appear to us, to be a more effectual course, to give a tolerably detailed analysis of the whole work. In doing this, it is far from our intention to remove the necessity of studying the treatise itself. On the contrary, we doubt not that it will be studied with more pleasure and more advantage, after the abstract which we give of its contents has been read, than it would be without it, especially by that class of our readers to whom at present we more particularly address ourselves.

It may at the same time be useful to point out to our unprofessional readers the instructive character of many of its details in reference to civil constructions, and every branch of engineering.

Based, as all systematic and scientific practice in military engineering must ever be, upon experimental data, and mathematical logic, Sir Howard's work very properly commences with a discussion of the laws which regulate the flow of a river, both as to its whole discharge, and the relative velocities of its several horizontal and vertical sections, and the manner in which its form and depth in different parts of its course are modified by the accidental circumstances, as well as by the permanent character of the country through which it passes. As the crossing of great rivers is one of the most difficult of military operations, it is of the utmost importance that the young officer, as well as the corps to whom the arrangement of the whole business is entrusted, should be familiarised to the philosophical principles to which all attempts must of course be subordinate, as well as with the particular indications by which the best possible plan of transit may be discovered. It is true that rivers are often to be crossed in face of the enemy, or at all events with the enemy within a few hours' march of the place itself, that may be either the most easily crossed, so far as the natural condition of the river itself is concerned; and this may, and often must, induce the officer to whom the operations are confided, to take a different course from that which, under

other circumstances, he would have done. Still, whatever other considerations may interfere with the general plan, it will always be an axiom in military movements to cross a river in the shallowest section, or the narrowest section, according as there is a deficiency or a supply of the means for constructing efficient military bridges,—abating those cases where the intended passages are observed from batteries of the enemy, which the advancing army cannot dismount. Seeing that Nature, amidst all the alleged caprices with which she has constructed the face of this fair globe, (but even that caprice renders it a fairer theatre for the display of military skill,) yet follows certain immutable laws in the gradual changes which she makes, and such that a truly philosophic and experienced eye can predict from the general form and geological constitution of the surface of a country, what kind of sinuosities a river is likely to take. Having corrected such an estimate by a general examination of the embankments of a river, it becomes easy to assign the parts where any peculiar and assigned relative structure of its bottom, its velocity, &c., may be computed with very little short of absolute certainty. All this is necessary to be known before, often long before, the army comes into immediate vicinity of the river, and consequently before there can be the least opportunity of making any actual and specific survey of the river or its adjacent banks. Indeed, upon the possibility of passing a river, and the degree of natural opposition, as well as the advantages which the enemy may be able to avail himself of, for forming artificial obstacles, must depend, in no small degree, the very plan of a campaign, or at all events of a considerable branch of a campaign. Sir Howard Douglas has, therefore, we think rendered a great service to the younger officers of the service, by entering with sufficient detail into his description of those circumstances; and he has rendered his work at the same time one of the most amusing (and it is not always easy to combine such amusement with the rigid details of professional didactics) that we are acquainted with, by the lively description of so many remarkable and spirited operations derived from actual military practice, that he has strewn through this single volume.

There is one point which we wish to speak a word or two upon. There are several mathematical formulæ in this part especially, and in some other parts too, which may at first glance seem calculated to repel the attention of such readers, as are not familiar with algebraical symbols. However, it fortunately happens, that though the theory of running water is drawn from very profound considerations, yet its mathematics are of a very elementary character, and such, that any one not deeply versed in the science may yet be enabled to follow the very elegant and simple, but sound course of investigation, employed in the work before us; and hence we trust that no one who takes it up, will be discouraged from pursuing the argument, on account of a fancied abstruseness in the language in which the argument is in this part carried on. Respecting the first section, indeed, we have little to say, more than that it is written with great perspicuity, and the discussion of the systems of Grubelmini, and Du Buat, are examined with the closeness of philosophical dissertation, and the familiarity of an elementary lesson; whilst the practical deductions from the correct theory of the latter author, and the illustrations drawn from the service in which Sir Howard has been engaged, are well calculated to impress the principles upon the mind, and to show the value of those principles themselves from which these precepts emanate. We quote one single passage:—

“Rivers which are not anywhere fordable, perpendicularly across, may sometimes be found passable in slanting directions between two sinuosities. In searching for fords, therefore, when, from the size of the river, their existence is doubtful, the trial should be made between any two sinuosities, not far distant from each other.

“First enter upon the bank, always found below a point, and follow it downwards in a slanting direction towards a part nearly equidistant between the point

R, and that where the current begins to diverge from the opposite bank. Thus crossing obliquely the transit of the current from side to side, both extremes will be avoided; and I have frequently found rivers fordable in this manner, which could not have been crossed at any part perpendicularly. The Spanish army with which I served, forded the Esla, in the campaign of 1812, without loss or difficulty, by taking advantage of this circumstance; and in the same manner I forded the Douro near Zamora, and several other formidable rivers."

The second chapter is devoted to *pontoons*. He here gives the dimension of both kinds of pontoon used in our service, and the appurtenances; the depth to which they are sunk by giving weights, the weight corresponding to given depths; an account of the pontoon trains, and all the information that can be desired respecting them. The next subject treated, is the method of laying down a pontoon bridge. It comprises—methods of ascertaining the breadth of a river—the arrangement of the working party—methods of getting the sheer-line fixed to the opposite side of the river—laying down the pontoons, and adjusting and fastening them—and finally the precautions, that, under certain varieties of circumstances, it is necessary to take in addition to those which attended the general operation.

These details respecting the nature and practice of pontooning are followed and enforced by a considerable and very instructive discussion of the manœuvring both to destroy and protect the pontoons, as well as of the accidental injuries, to which, from the nature of the service they are destined to perform, the bridges themselves are liable. We shall extract one paragraph from pp. 70-71.

"Though, as appears from the table at page 38, the tin pontoons used in our service have a power of buoyancy quite equal to support the weight of any field artillery, or troops of either service, marching across; yet they are very much exposed to fill with water in heavy swells. This arises from their very defective, box-like shape, and from no means being used to keep out the wave or wash of a swell. Serious consequences have resulted from this defect. One of the pontoons of the bridge across the Guadiana sunk during the siege of Badajoz, by which accident a great deal of inconvenience was occasioned. Again the bridge across the Tagus at Almaraz, laid for the passage of that river by the corps of General Hill, at the time of the siege of Burgos, was frequently deranged, and several times removed, on account of the liability of the pontoons to fill, and from the difficulty of securing them against the current. To remedy this, whatever may be done with respect to altering the shape of the pontoon, or providing an equipment of modern boats, for large rivers, it appears to me that pontoons when used in rivers subject to much agitation or swell, should be covered or decked by some expedient, which might avert those evils, without interfering with the present mode of transporting the pontoons inverted, and covering their appurtenances. A covering, *a a*, figure 15 and 16, of well tarred canvass, or of tanned hide, might easily be made to screw down under gunwale-pieces, *b b*, on the gunwales, with lath beams or gratings underneath, sufficiently strong to bear a couple of men. As they are, there is no doubt that the pontoon requires some alteration; but if they could be conveniently and securely decked, or covered occasionally, they would, perhaps, be preferable, in general service, to any of the other close vessels that have been proposed, of tin, copper, or wood; all of which will be considered hereafter."

We regret that we have not space to quote the interesting description of the passage of the Garonne, by the Duke of Wellington, in 1814, preparatory to the battle of Toulouse. It is most instructive.

The third chapter is devoted to a description of *Bridges of Boats*, and the precautions to be observed, illustrated by cases of actual operations, both such as took place under the Author's observation, and were derived from various other sources. Very little systematic instruction has found its way into print on this very important class of military bridges: and even that little is in many cases doubtful, in some absurd, and consequently pernicious. The whole of the section in Sir Howard Douglas's work, however, is of a very different character: but still it hardly admits of abridgment. We would, however, especially point to one particular passage, in which the

Author corrects an erroneous principle respecting the manner of disposing of the boats as to the line they should occupy. It would seem that engineers, from learning that the floodgates of a lock or pond offered the greatest resistance when placed with their mutual section making a given definite angle towards the water which pressed upon them, inferred that a bridge of boats would also offer the greatest resistance to the stream, if placed as nearly as possible in the same way—that is, curved with their convexity towards the head of the river. It is difficult to conceive how any man could imagine a mechanical analogy between the two cases: and it, therefore, would seem as unnecessary to point out its fallacy. It is enough to say, with Sir Howard, that

“the effect of this arrangement would be to transfer to the trestles and beams, a pressure which only a bridge can stand in heavy swells, viz., not to confine too much the individual motions of the boat.”

We ought also to urge particular attention to the method suggested by Lieutenant-colonel Sturgeon, and employed by the Duke of Wellington in the construction of the bridge across the Adour, in 1814, where, “instead of balks, he used cables stretched from the bank, by tackles and capstans, and resting on the decks of vessels moored at the distance of forty feet from centre to centre.” A particular description of the successive processes and advantages to be expected from the employment of this method, in case of large tide rivers subjected to heavy swells, is given at pp. 85—90.

The subject of *Bridges of Portable Bateaux*, in which tables of dimensions,—directions for the arrangement,—circumstances in which they can be used, and every class of practical detail respecting them,—then follow: but we deem it unnecessary to enter into further description of this part of the chapter, than to say that “he who runs may read—and he who reads with the least attention must fully understand.”

We regret exceedingly that the space to which we are confined prevents us from doing more than mention the extremely valuable suggestions which Sir Howard Douglas has thrown out respecting those particular portions of an Indian campaign, which relate to the passage of rivers in that region of our empire. To every military man acquainted with that country, or even with a history of its wars, it will at once occur that the greatest practical difficulties that regularly occur, arise from this very source: and if we mistake not, the methods pointed out by the Author of the work will reduce the difficulties of the passage and danger of defeated purposes, to a degree that has scarcely been contemplated by the most anxious and the most inventive of our engineers that have turned their attention to that subject.

The chapter terminates with a few illustrative instances of *the uses of light bateaux and row-boats*—they are the passage of the Limat, the passage of the Linth, and the passage of the Rhine, all by the French, in 1800, and afford splendid instances of the value of very simple means when under the direction of master-minds like those of Soult and Dedon. Still they are all eclipsed by the passage of the Douro, in 1809, under Sir Arthur Wellesley: but we will not anticipate the pleasure with which those of our readers who have not yet perused the animated description of that enterprise, given by Sir Howard Douglas, are destined to enjoy, but simply refer them to pp. 138—143. Nor must we forget to refer to Colonel Napier's fine description of this operation: see his narrative of the Peninsular War, vol. i.

Section the fourth is devoted to *Flying Bridges*, or bridges formed by anchoring a floating body in a river so as to receive the action of the stream obliquely, by which a force is derived from the current to move the vessel across the river. The mathematical principle is given in a foot note, pp. 144c: and we believe that every general class of cases in which such methods have been employed, or perhaps can be employed, are stated with all requisite minuteness: but in such cases, it is impossible, without exceeding our necessary limits, to enter into even an account of them. No operation can be called subordinate upon which even the slightest advantage

depends, for, like the arms of a balance, when once the equilibrium is destroyed, there is no medium at which the beam can rest; so in military enterprise, the slightest conceivable advantage obtained by a skilful general over one equally skilful, leads to victory. We should hence learn that, though such methods might not be generally capable of being used except in desultory warfare, yet there are times, for there have been times, and there may again be times, when the fate of a battle, of an army, of a kingdom has turned upon the improvement of advantages as simple as that which may result even from these. An accomplished officer will familiarize his mind with every species of strategy that has the remotest possibility of becoming useful. At all events it disciplines his mind to new combinations, and gives a fertility to his invention, which those whose unvarying cuckoo-note is *cui bono ? cui bono ? cui byno ?*

The dissertation on the *passage of Rivers*, pp. 168—208, has afforded us unmixed gratification, and we have read it over and over again, always with that feeling excited by heroic deeds and consummate skill when pictured by the flowing and energetic language in which it is presented to us. We agree with him to the very letter as to the opinion impressed in the following passage :—

“ Attempts to pass rivers by pure open force, in face of an enemy aware of the intention, have succeeded in an astonishing degree, considering the disadvantage under which the assailants act, if they do not resort to stratagem, by which to effect a surprise; but such attempts have frequently failed, and the instances of success stand recorded in professional history as enterprises of rash bravery, which ought not to have succeeded; and which in general, have done so, either on account of their unexpected audacity, or from being carelessly watched and feebly opposed, and are not cited as models to be followed. The great King of Prussia, in his instructions to his general-officers, condemns all attempts to force the passage of a river, without having recourse to stratagem.”

The passages described are :—Rhine, by Louis XIV.; Rhine, in 1743, by Prince Charles of Lorraine (unsuccessful); the Adda, by Prince Eugene, in 1705; the Dyke, by the Duke of Marlborough, in 1705 (unsuccessful); the Rhine, in 1702, by Villars; Alexander and Hannibal; the Adige, by Prince Eugene, in 1701; the Po, by Buonaparte, in 1796; the Rhine, by Jourdan, in 1795; the Rhine, by Moreau, in 1797; the Aar, by the Archduke Charles, in 1799 (unsuccessful); the Danube, by Napoleon, in 1809; and finally the passage of the Adour, in 1814, by the left wing of the Duke of Wellington's army, under Lieutenant-General Lord Niddry—which, as Sir Howard justly observes, “ will for ever stand on the record of military events, as one of the most celebrated enterprises of this description.” Did our space permit, we would gladly quote Sir Howard's description of this memorable combination of skill and bravery.

The fifth section (by mistake printed six at the head) treats of *Bridges, or Rafts of Timber, Casks, Air-tight Cases, and Inflated Skins*. The first part of this section is devoted to such rules for compendious calculations as are required in the preliminary determinations, and in the actual constructions of such temporary means of transport. Then follow the arrangements to be made for preparing the rafts, and the precautions and rules that must guide us in their formation. As usual, Sir Howard furnishes striking and instructive examples of all his precepts drawn from military history, and a considerable portion of them from that of the Peninsular war. It is, however, impossible, after the ample extracts we have already made, that we can extract even one single specimen sufficiently brief for our pages. We must make the same apology for not entering upon those parts of the section which relate to bridges of casks, air-tight chests, and inflated skips; in which the author has, as before, laid down principles, detailed their applications, and illustrated the principles and the rules by admirable accounts of the actual constructions, as exhibited in the annals of modern warfare.

Section the sixth is devoted to *Carriage Bridges and Suspension*

Bridges. The former class of bridges is well adapted to shallow rivers, whose flow is not very impetuous, as they form trestles on which to lay a line of rafters, and their superincumbent roadway. Many engineers have proposed to have carriages attached to the army-stores, especially adapted to this purpose, and yet capable of being used as transport waggons in general: but as in the cases in which these can be used, there can be but a very small number required, and as the common agricultural waggons that are to be found in all countries are well adapted to the purpose, it is hardly considered necessary to modify the regular army waggons for the purpose. All necessary information, however, respecting these will be found in the work before us.

The history, the mathematical principles, and the mechanical structure of suspension bridges, of every variety of material and under every combination of circumstances, is given in a style of peculiar perspicuity, and, moreover, in a very condensed form. We will not anticipate the pleasure which every reader must feel upon perusing that article, by any extracts, which however elegant, luminous, and appropriate in themselves, cannot but diminish the effect, by destroying the unity of the whole description. We have, moreover, another reason for not entering upon the subject here—that we intend in a future number to give an article on this specific subject; which together with Sir Howard Douglas's, anticipates all we have to say on the matter.

The seventh and last section is on *Bridges on Trestles, Piles, Truss-frames, and other applications of carpentry*. The very diversified classes of contrivances included under these heads render every attempt to give a condensed view impossible. Suffice it to say, that to our own thinking, this is the very best section of the book—full of ingenious contrivance, philosophic thought, animated language, and spirit-stirring description. We would quote, if we could, entire, one single case—the passage of the Beresina, by Napoleon, in 1812, on his retreat from Moscow—but can only give the important truth inferred in the concluding paragraph, namely:—

“It is a sage maxim in state economy that, in proportion as constitutional, political, or financial circumstances render it expedient to reduce the numerical force of its army during peace, it becomes the more necessary to maintain the establishments in which practical science is upheld; and no one, I think, who reflects upon the very extensive, important, and elaborate attributes of the corps upon which such services as these depend, can doubt the expediency of preserving such a nucleus of it, as may ensure the retention, at little cost, of what has been acquired in a long series of arduous and expensive training on real service.”

We will not, however, allow ourselves to be tempted to enlarge on the factious spirit which has been excited throughout this country, and which is especially devoted to the extinction of all military talent, and the destruction of all military subordination. That spirit, we are well convinced, is only superficial and temporary—and we think we can, even now, whilst we complain, see symptoms of returning reason amongst the more intelligent and influential portion of our countrymen.

We have seldom taken up a work which we could read with the same well-supported interest as that of Sir Howard Douglas: nor do we recollect to have ever seen one which had so few omissions or so little redundancy. Our expressed opinions will be supported—even by the brief extracts which we have given: but they will take a demonstrative character in the mind of every one who reads the work itself. We cannot, indeed, think that any military officer is unacquainted with the work itself; and as we stated in the outset of our analysis, we considered this notice necessary solely for the information of the junior members of the profession. In wishing them success in their “glorious aspirations,” we cannot do better than point them to the methods by which “glory has been won”—to the details of the deeds of skill and bravery which the records of British warfare contain—and to none more eloquent, instructive, or scientific, than the work of Sir Howard Douglas, on *Military Bridges*.

A Midshipman's Journal. By Lieut. J. ORLEBAR, R.N. 1833.

FROM the days of Wallis and Cook to those of Wilson and the Missionaries, a voyage to the Pacific has been one of peculiar interest; and the charms of the "Sunny Isle" have been blazoned with particular emphasis. The subject is still one of excitement; and Mr. Orlebar having visited Tahiti and Pitcairn's Island, as a midshipman of H. M. S. *Seringapatam*, in 1829, has given us his observations under the unobtrusive form before us. The remarks are terse, and given in a sensible, plain style; and they moreover present an example which we greatly desire to see followed, viz. that of giving at once the account of a place of particular interest, instead of leading us out to the South Sea by way of Gravesend or Portsmouth. "If this *Journal*," says the author, "should give the reader half the pleasure in the perusal that I had in writing it, I shall be content. What delight have I experienced, many thousand miles from home, in perusing all my remarks, fondly anticipating the time when it would meet the eye of the fondest and dearest of friends! It has now been seen by her and many of my other friends; and on their kind suggestion I publish it, more with the idea of spreading it among my numerous acquaintance, than of becoming known to the world as a scribbler."

The *Seringapatam*, it seems, was ordered to carry some presents to the interesting little colony at Pitcairn's Island. Leaving South America, they arrived off Easter Island, where they perceived the three tall statues which the Dutch discoverer mistook for giants. Here they anchored for a few hours, but the heaviness of the surf prevented landing. In the mean time, however, hundreds of the islanders swam off, and gave evident proofs of the little amendment that had been made in their manners and morals since they were first visited; and Mr. Orlebar bears testimony to the daring dexterity of their thefts. "Nothing but necessity," said Cook, "will induce any one to touch at this isle." Our author seems of the same opinion, for he takes his leave thus:—"Here I will gladly bid them adieu; for although I would not have missed seeing them, yet the picture of such men, so little removed from the brute creation, is a painful and disagreeable lesson to our pride, and our pity for them is mingled more with disgust than love."

Pitcairn's Island formed a pleasing contrast to the above, and is described in the same glowing colours as those we have been accustomed to in other narratives. Poor old Adams had been "gathered to his fathers" a year before the arrival of the frigate, and he died full of years and loaded with the blessings and prayers of his descendants. Mr. Orlebar paid a visit to his lowly grave; it was in a quiet spot, shaded by acacias, and "an humble slab of wood, some relic of the *Bounty*, with his name rudely carved, was all that told of the departed."

The frigate next visited the Marquesas, the Society, and the Tonga islands; and the various adventures are related with unassuming plainness and candour. Want of space, however, compels us to refer our readers to the *brochure* itself; and we must be content to subjoin the following extract, as showing both the Author's style and the state of society in the "Sunny Isle":—

"I need only mention the institution of the 'Arreois,' which has perhaps been too minutely described in some editions of Cook's *Voyagees*. Since that time its great extension has proved as fatal to the lives of the inhabitants as it had before been to their morals. One of its most barbarous and brutal rules was the obligation of every Arreoy to murder its progeny; and so effectually was this outrage against nature performed, that it lamentably decreased the population of the island; and an intelligent missionary has calculated that, up to the general establishment of Christianity in 1818, not less than two-thirds of the children born annually were destroyed at their birth.

"Tahiti is the largest island in these latitudes; but its population has always been so small in comparison, that its interior has never been peopled, the inhabit-

ants finding the narrow girth of land that encircles the island quite sufficient for their few and simple wants. The population has been rated by Captain Cook at 30,000; at present it is not 10,000: from having no correct data, it is probable he erred considerably*; but everything tends to prove that its population has been much greater than at present. Wars, famines, to which, from their idleness and improvidence, they are constantly liable, and the cause above mentioned, have reduced them wonderfully. In the finest island and climate in the world, and perhaps possessing the richest soil, to speak of the ravages of famine, must strike one as singular and improbable; but it is too true: every two or three years they encounter a particularly dry season, that destroys every fruit and vegetable; and although experience has taught them to expect a scarcity at this certain period of the year, they lay up no store from the superabundance they generally possess, and are consequently reduced to the greatest distress. It is then they resort to the highlands of the interior, whose rich soils produce, untilled, plantains, yams, &c.; but these are not obtained without much labour, and while many die rather than so exert themselves, others live miserably on these and the root of a species of fern, called by them 'nahe,' the apples of Noro (*morinda citrifolia*), and the stalk of the pohur (*convolvulus Brasiliensis*).

"The natives are divided into three classes:—'Hui arii,' the royal family and nobility; 'bui raatira,' the landed proprietors or gentry; and 'manakine,' the common people, including the 'titi' and 'teuten,' the slaves and servants. The middle class, the landed proprietors, as in most countries, constitute the strength and power of the island; but the hereditary nobility possess great power and deserve some attention, from forming a distinct class. It is singular that throughout the Society Islands, this class is physically superior in size and stature to the other orders in the state: a chief in Tahiti is better distinguished by his height and gigantic proportions than any variety of costume; of course there are some few exceptions; but as far back as the missionaries can trace there has existed this difference; and it would almost lead to a conclusion that they spring from a people who were the conquerors and masters of the present lower class of Tahitians. Their traditions, however, are so imperfect of the time immediately prior to Wallis's arrival, that no light can be thrown on this interesting point. Formerly the distinction of classes was most punctiliously observed; but the introduction of a new religion has very much loosened the bands of order: and at present there are no rigid forms kept up or points of etiquette observed between the higher and lower classes. However, the force of custom and the knowledge of dependence make the 'manakine' generally obedient to the will of their chiefs."

Fragments of Voyages and Travels, Third Series. By
Captain BASIL HALL, R.N.

We have received, at too late an hour for review in our present number, a copy of this unpublished work, to which expectation has been strongly directed, in consequence of the understood intention of the eminent author to treat largely of our eastern possessions—an expectation which he appears to have fulfilled. This series has been dedicated to Prince George of Cumberland; and as the Epistle Dedicatory gives an outline of the author's views in the composition of these volumes, which even a glance at their contents convinces us will be popular, we, for the present, content ourselves with quoting it.

TO HIS ROYAL HIGHNESS PRINCE GEORGE OF CUMBERLAND.

SIR,—The flattering notice your Royal Highness was pleased to confer upon the early parts of this little work, has encouraged me to continue it, and prompted me to solicit permission to dedicate the whole to your Royal Highness.

In these concluding volumes I have endeavoured to adapt both the topics themselves, and the terms in which they are expressed, to the more advanced age and experience of the persons for whose use chiefly the design was originally conceived.

It occurred to me, that it might be advantageous, particularly at this juncture, to render the great question of the East India Company's government, if possible, less complicated and unintelligible to young readers than it has heretofore been con-

* From what Mr. Orlebar himself states, the practice of *arreoigism* alone, without other evils, is more than sufficient to clear Cook of error in his estimate.—ED.

sidered. I also hoped, that, if this task could be accomplished in connexion with lighter matters, and within any reasonable compass, the intrinsic importance and variety of the subject might lend it an interest, which I well knew, from personal examination on the spot, essentially belonged to it, though too rarely participated by persons at a distance.

My first intention, accordingly, was to have combined incidentally with a narrative of the various voyages and travels which I made in the East, such remarks on the administration of the Company as might help to elucidate the intricate nature of the subsisting relations between the British nation and the inhabitants of Hindustan.

I soon found, however, that this plan would lead to much confusion, and that it was necessary, in order to afford the subject the best chance of being understood, not merely to arrange these materials separately, but greatly to condense them; and, instead of attempting to exhaust, or even to touch upon everything, to advert to those points alone which, upon the whole, appeared most likely to leave correct general impressions.

In this spirit, I have confined my observations on India to the first volume, in which is contained a brief account of the rise, progress, and present state of the East India Company, together with such details as seem calculated to illustrate the energetic proceedings of our distant fellow-countrymen in war, in peace, and in diplomatic arrangements with the native powers.

In the second volume are given sketches of some of the numerous excursions I made in the Eastern islands and on the continent of India.

The third volume is devoted almost exclusively to those nautical topics in which I have observed people on shore take the greatest interest; and in the consideration of which the rising generation afloat may, perhaps, find their account.

My chief purpose, however, will be answered, if these volumes prove acceptable to your Royal Highness, or instructive or entertaining to young persons in any walk of life.

I have the honour to remain

London, 18th April, 1833.

Your Royal Highness's

Most obedient and most humble servant,

BASIL HALL.

Two Years and a Half in the American Navy, being a Voyage on board the U. S. Frigate Constellation. By E. C. WINES.

THESE two years and a half might, with very little variation, have been spent on any other navy, the subject matter being chiefly places on shore, rather than ships afloat. Again,—this being a first cruise, and it being a much harder matter to form comprehensive notions of naval matters than shore-going people generally think, the professional reader must not expect too much on the faith of the title of the book. Nevertheless, the book is a very interesting one; and, more than this, it is very instructive, and will repay more readings than one. The author proclaims his youth in his short preface, and this prepares us for enthusiastic descriptions; but his enthusiasm is of the right kind. It is not a capricious, and feverish passion for opera dancing or French cookery, but an admiration and love, and therefore warm interest in, whatever is elevated in principle, admirable in character, and beautiful in the works of nature. He is not over careful to inform us how often he was asked to dinner at any great man's, or to specify what duet or trio was sung at a particular hour; hence his book is deficient in many matters which would be interesting to many readers. His reflections are neither tinged with the rudeness of republicanism, nor sickened over with imitated refinement; and he introduces, on frequent occasions, sentiments of a higher order than ever find their way into books written only to amuse and to sell. He possesses considerable command of language and a fortunate choice of words; but his style is full of hacknied expressions, and of words or phrases which are either oversights or Yankeeisms, and which are, in many places, absolutely laughable. The language in which he alludes to the objects of his classic enthusiasm requires, in many places, a great deal of cooling down. His indiscriminate warmth of language may lead cursory

readers to draw inferences which he would be the first to regret. Thus, in alluding to prayers to the Virgin, at p. 235, he almost seems to be writing a eulogy on superstition.

We are sorry we have no room for extracts, and must confine ourselves to a very few observations. At Norfolk, (America,) he observes, with regard to the ladies, of whom he is always a passionate admirer, that, as in Europe, those of the southern states are inferior in personal beauty to those of the northern, but that in grace and conversation they greatly surpass. According to his account, quarter-deck etiquette in the U. S. navy must be pretty rigorously kept up, when a serious complaint is made of an officer for breaking out into a *hoarse-laugh* there; and when a man is flogged for going aft on the wrong side of the deck! Perhaps this may provoke some of our philanthropists to dash at once *in medias res*, and insist on the immediate abolition of punishment by Congress. In enumerating matters of internal arrangement of the ships, he mentions an air-pump for removing foul air from below. Amongst considerations on the improvement of the navy, he suggests the establishment of a naval college. Whatever be the strength of the arguments, the utility of such a measure is doubtful. In reading his remarks on the great advantage of the knowledge of mathematics and languages, it is highly satisfactory to perceive so great an advance made of late years in these matters, as applied to ourselves. The difficulty of pursuing study has always been sufficiently formidable; but this difficulty being once overcome in opinion, we may begin to hope that the time is not far distant when the naval officers will be better judges of matters than mere naval architects can be, or than quacks can pretend to be.

His description of the Isle of Wight will be read with interest, as will also the tale of the dairyman's daughter, to which he feelingly alludes. In going on board the *Victory*, he cries out (as a foreigner, the natives being used to it) at the tax levied on visitors to the flag-ship of Nelson. How long is this custom of debasing everything, public and private, that will fetch a half-penny, into the sordid purposes of individual avarice, to remain the national disgrace?

Leaving England, and touching on the coast of France, the *Constellation* went to the Mediterranean, where the number of places she touched at on the various coasts kept our author in full employment. His descriptions of the numerous places he visits are written under the advantage of previous reading, which enabled him to turn his time to the best account in making directly for whatever was best worth seeing; and as his efforts to get into the society of the natives were always less with the intention of singing or dancing than of getting information, his remarks have generally something in them.

This book is well worthy the attention of every officer going to the Mediterranean; and the interest of the descriptions of the places is enhanced by the judicious selection of points in their classical history, with which he seems to have made himself perfectly familiar.

Amongst a variety of works remaining for the earliest notice our space will permit are—Captain Head's *Over-land Journey from India to Europe*; *A Treatise on Fortification* by Captain Straith;—*Parry's Coast of Sussex*;—*Barrington's Memoirs of The Irish Union*;—*Sketches in Greece and Turkey*;—*Major Archer's Tours in Upper India*;—*The Field Book*;—*Wreck of the Rothsay Castle*;—*The Cabinet Cyclopædia*;—*Findens' Illustrations and Appendix*;—*Sir Walter Scott's Poetical Works*;—*The Cabinet Annual Register, &c.*

CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, April 22d, 1833.

MR. EDITOR.—I resume my Journal.

March 25.—The Stork, revenue cutter, under the command of Lieut. Lacy, R.N., detained off Beachy Head the Dutch ship Prince of Orange, of 850 tons, armed with 10 guns, and having a crew of 40 men, and sent her into this harbour (where she remains with ten or twelve others, at a ruinous expense to their owners, and with no visible chance of release). The Prince of Orange has a valuable cargo of spices, coffee, sugar, pepper, &c., and was on her passage from Batavia to Rotterdam.

The Marquis of Huntley transport came down from the river Thames to embark some of the 86th regiment and convey them to Plymouth. She had a detachment of the Royals and 19th regiment on board, under the command of Lieut. Sampson of the former regiment.

Some officers, in charge of the ships in ordinary at this port, having served their three years, were superseded the latter end of March. Commander Cumby relieved Commander Bamber; Lieutenants Pitt and Dwyer relieved Lieutenants Chamberlain and Dore.

March 26.—His Majesty's ship Malabar, Captain the Hon. J. Percy, arrived from the Downs to refit and get a new anchor: she was shortly afterwards directed to fit for foreign service, and on Easter Sunday sailed for the Mediterranean, taking a mail.

Notwithstanding the positive assertions of the auctioneer (announced by bills circulated throughout the town and neighbourhood), that the sale of the Admiralty House in High-street would take place on the 29th of March, it was again postponed, and I dare say for ever. The Lieut.-Governor of the garrison is to occupy it. If a public sale had taken place, and the property divided into lots, a great sacrifice would have been experienced; if it had been sold in one lot, a greater, as there are few persons here who would have bought it for occupation, unless, as has been surmised, the Royal Yacht Club had considered it worth notice, and established their headquarters at Portsmouth, instead of that inconvenient place Cowes. However, if the noblemen and gentlemen composing that club are desirous of having a house of resort here, they cannot fix upon a better site for one than the part of the Grand Parade on which the governor's house formerly stood, as I conclude the present times of economy preclude all chance of a government-house ever being rebuilt in this garrison.

On the 27th of March an order was received by the Admiral-superintendent (Sir F. Maitland) to discharge a considerable number of the artificers and labourers of the dock-yard, it being the intention of government to reduce the numbers to the peace-establishment at once, without waiting for superannuations, deaths, or discharges: the consequence is, that upwards of 200 men will be turned adrift, and as a matter of course shortly come upon the parish; for if these men could but barely live upon full pay, it is not probable they will do more than exist upon the superannuated or discharge allowance. What is also bad, is the reducing a certain class of the retained men, such as shipwrights, caulkers, sawyers, house-carpenters, &c. &c., to a grade below their present situation in the dock-yard, some will even be employed as labourers. Surely it cannot be good policy in any government to render respectable workmen dissatisfied, and, by lowering their pay, subject them to the temptation of doing wrong by wasting or conniving at the pilfering of stores to eke out a subsistence for their families? There are about 1846 people employed in Portsmouth dock-yard, and by the 1st of July the number is to be diminished to 1610;—discharging from seventeen to twenty every week. About 200 of the respectable householders requested the Mayor of the town to convene a meeting to remonstrate with the government on the order; and in consequence a very numerous and

respectable assembly took place, and sundry resolutions agreed to, petitions framed thereon, and the borough members (!!) requested to present them, and use all their influence (!!) in recommending the order to be cancelled; but I do not apprehend it will be of any avail. If there really is not work for the present number of men in the yard, it will never do to *make it for them*, as the waste will be considerable. Perhaps, if the convicts are removed, as it is contemplated, a few men will be re-entered in their room; but it is short-sighted policy to discharge any. If reductions are to be made, let them be among that class which can meet the diminution of income best; and in the meantime drain the dock-yards by deaths and discharges arising from sickness, misconduct, agg. &c. &c. While on the subject of the convicts, it ought to be mentioned that the Ordnance and other government works in this garrison have been well executed by these men (under the direction of engineers), and apparently at little expense; and although I am an advocate for these vagabonds being sent out of the country as soon after conviction as possible, yet a ship to receive them must always be maintained at every port, as at present. Numbers will also be retained for the term of their sentence; for old, diseased, and crippled men are only lumber in a colony. It has been suggested to transport a detachment to Newfoundland. There is a very large tract of land which might be brought into cultivation through convict labour (but no other, as it is compulsory); and little is known of the interior of that island since Captain Buchan penetrated about a hundred miles, some twenty years ago; an account of which I met with the other day in a work published by Mr. Barrow, called "Arctic Regions."

On the 28th of March, the Royal George Yacht's tender, Pantaloon, came into the harbour to refit. Lieut. Dacres, her commander, has been employed nine months in conveying mails and despatches to and from Falmouth, Lisbon, and Oporto.

April 1.—Admiral Sir Thomas Williams, the commander-in-chief, took possession of his house in the dock yard, where the duties of the port commenced in the office attached to it, and, as far as can be judged at present, with advantage to the service.

The Wanderer's transport (Lieut. Young), with detachments of the 25th and 93d regiments, bound to Barbadoes, put back to Spithead on the 3d of April. The under named officers were in the transport,—Capt. Arthur, Lieut. Johnson, and Ensign Balek, 93d regt.; Captain O'Connor, Ensign Bristow, 25th regt.; Ensign and Adjutant Forman, 19th regt.; and Staff-Surgeon McCann. The detachment was under the command of Captain Arthur. The Wanderer sailed again as soon as the weather permitted.

April 17.—The combined squadron in the North Sea has for the last month been principally composed of French ships. The Donegal has been refitted at Sheerness, and again rehoisted Sir P. Malcolm's flag. The Malabar has gone to the Mediterranean, as I before mentioned. The Stag, Conway, and Satellite are here to refit and get stores. The Larne has been on shore on the Goodwin Sands, but fortunately got off again without material damage (although obliged to throw her guns and spars overboard before she could be floated into deep water); and after being docked at Sheerness, came to Spithead on the 13th of April, that a court-martial might be held to inquire into the circumstances. The Hyacinth has sailed to join Sir Pulteney for a short time previous to going to India. The Vice-Admiral's flag was removed from the Donegal to the Talavera during the refit of the former. It is expected the Thunderer will replace the Malabar. When the Stag left, there were two French frigates, one corvette, and one brig in the Downs. Lieut. Morgan of the Seaflower reported on his arrival the other day, that two French 80-gun ships and two large frigates had passed Lisbon on the 30th of March for the Mediterranean; but whether they were part of the North Sea squadron or not, we have not heard. Some alteration has taken place in the steam-vessels attached to the squadron. The Rhadamanthus goes to the West Indies,

Among the list of men-of-war, packets, revenue-cutters, &c., which have been lost, wrecked, &c., since January, 1816, (inserted in your April Journal,) I observe his Majesty's late brig *Drake* is named. On the north side of the communion-table of the chapel in Portsmouth Dock-yard is erected a plain marble tablet, which the surviving petty-officers and seamen of the *Drake* applied to the Admiralty for permission to put up, as a slight testimonial of their respect for the memory of their self-devoted commander, Charles Adolphus Baker. As it may not have been noticed or heard of by numbers of your readers, I send hereunder a copy of the inscription:—

In Memory
of the Self-devotion of
CHARLES ADOLPHUS BAKER, Esq.
Commander of
H. M. S. DRAKE,
who,
When that Sloop was wrecked on the Coast of
Newfoundland, on the 23d June, 1822,
Refused
To provide for his own safety
Until the whole of the Crew should be previously saved;
And in pursuance of this generous resolution
Perished.
This Tablet is erected
At the request of the surviving
Petty Officers and Seamen,
Every one of whom,
On passing from the Ship to a Rock
On which they were ultimately saved,
Had,
With a generosity equal to his own,
Pressed
Captain Baker
To precede them,
But in vain!
Etat 29.

During the month there have been rumours that a change in the four divisions of marines is to take place annually—Portsmouth division to be sent to Chatham, &c., and so on. If any one were to judge from the epistolary correspondence which has appeared in the newspapers on the subject, and the verbal discussion thereon, Major-General Sir J. Cockburn has the credit of being the adviser of the arrangement, and soundly rated for proposing it; but the experienced part of the corps are pretty well aware that the trouble and cost of moving five or six thousand men and their families about the kingdom, annually, without the least possible good likely to result therefrom, would cause the matter to fall to the ground, even if there were foundation for the report; and be something like the suggestion which the same individual has also the credit of, — of embarking a field officer with every admiral going on a foreign station. That affair has been entirely dropped as useless; *this* will, no doubt, experience the same fate, if it ever was contemplated. It is a pity such crude and undigested plans are ever put forth to the public, as they only excite ridicule. The Royal Marine Corps are perfectly effective, and, it is known from experience, are at all times ready for active service. From being in *divisions*, they enjoy certain comforts which regiments of the Line do not; but *they* never had them. If the marines are available at a moment's notice, what more does the country require? By moving them from pillar to post, it is likely they may be made ineffective; it is therefore to be hoped the Admiralty will not attend to the *opinion* of any meddling person, but let all remain effective, as at present.

The *Serpent*, Capt. Symonds, came into Spithead on the 11th April, and sailed for Falmouth, shortly after, to take the next Lisbon mail.

A French frigate (the *Janon*, Capt. Tronde) put into Spithead during the heavy gales which prevailed in the Easter week. She sailed again for the Downs as soon as the weather moderated.

I forward you some extracts* from the new Naval Regulations and Instructions, which were issued to the fleet the other day. These instructions are not to be purchased: but it is hoped Mr. Murray will be allowed to publish them, as most naval officers would like to know the alterations in their respective departments.

April 16.—The Scout, Commander Hargood, came to Spithead from the Downs, that her captain and officers may give evidence on the court-martial assembled to inquire into the circumstances of H. M. S. *Larne* getting on the Goodwin Sands. The Scout will return to the Downs as soon as the court-martial has terminated.

April 18. The Conway, Capt. Eden, went to Spithead this day, after her refit. She will rejoin Vice-Admiral Sir P. Malcolm as soon as the court-martial on Capt. Smith, of the *Larne*, is over.

April 19. — The court-martial was not over till this day. Capt. Smith did not call the commander and officers of H. M. S. Scout in his defence. No neglect or inattention was attributable to Capt. Smith, as his orders for sounding, &c., were clear and explicit, and proved to the court. The pilot considered the using the lead would be of no avail. It appeared the tide drifted the *Larne* on the Goodwin Sands: but fortunately, from the exertions of the officers and crew of the *Larne* and Scout and the Deal boatmen, she was got off without any damage, and only with the loss of a few of her guns and some spar, thrown overboard to lighten her. As this is the first mishap which has occurred to the Dutch blockading squadron, and as they have contrived to get through one winter, it is to be hoped that nothing worse will happen: and we ought to be thankful no lives have hitherto been lost in the prosecution of this trumpety policy.

April 20. — Capt. G. Martin, C. B., has this day commissioned H. M. S. *Volage*. The *Eden*, *Satellite*, and Scout have sailed to join Sir P. Malcolm.

The depot of the 51st regiment moved from Portsmouth to Gosport on the 19th instant. On the Wednesday previous, Major-General Sir Colin Campbell, the commanding officer of the district, made his half-yearly inspection of the reserve companies under the command of Major Ross; and after a most minute attention in barracks to the interior arrangement and economy of the men, and seeing the young officers called to the front to manœuvre the companies, the detachment marched to Southsea Common to practise field movements, &c.; but the weather suddenly changed, the rain fell in torrents,—the men's firelocks were rendered useless to fire with, and they were obliged to be brought back to barracks. They are in very effective order, and have now the outpost duty at Hilsea, Tipner, and Forton. The other troops in the garrison consist of the 7th, 12th, 84th, and 86th regiments.

P.
Portsmouth, April 20.

MR. EDITOR,—In these dull times, when the grass is about to grow in the High-street of Portsmouth, “shorn of its glories,” and the harbour is vacant, save of our guard—that *one*, though, a vessel which has filled ocean with her fame, — and Spithead, where a hundred pennants used to float in the breeze together,—is only varied, occasionally, by a wind-bound convict ship, or a free trader carrying out speculation girls, or a hungry cruiser from the North Sea; in this flat unprofitable state of things, a Court-martial, as you may suppose, though only about a corvette, guilty of nothing more than trespassing on the Goodwin Sands, is an interesting event—interesting to all, down from the Admiral who gives the order, to the master-at-arms, who sits as provost-martial.—Could you see him—such a mellow eye—such a turtle-

* These arrived too late for insertion in our present Number; they shall appear next month.—Ed.

† A record of the Court-Martial on Capt. Smith will be found under its appropriate head.

loving face—such an aldermanic protuberance—you would never deem him of the craft of those illustrious, death-gibing fellows—what are their names?—celebrated in *Quentin Durward*.

By the way, what is your opinion of that terror of Channel cruisers, the Goodwin Sands? Do you credit the historic tale of their having formed part of Earl Godwin's property? I am sure I do not, unless it were as an oyster-bank, or a decoy for "lame ducks." On the historian's faith, the Jews, they say, in the last century, in order to obtain a precedent for holding land, offered to purchase them of the Government, that they might endeavour to reclaim them from the sea.

At nine A.M., April 17th, the Court assembled: Sir F. Maitland in the chair, Captains Lockyer, Williams, Hastings, and Eden on either side.

It was soon satisfactorily shown that the *Larne*, with a Dutch galliot in tow, had left the French coast, about Calais, in company of the *Scout*, the morning of April 4th. The wind was on larboard quarter, atmosphere hazy, studding-sails set, tide running strong to leeward. And thus steering, for the Downs, it was supposed, about seven knots an hour, no lead going, she found herself, at three-quarters past noon, mounting the Goodwin Sands. And after some bumping and driving, and pitching a few guns overboard, H. M. corvette settled quietly into the loose sand, scooping out for herself a sort of wet dock:—

And there she lay
Throughout that day
On the Goodwin Sands;
And all that night,
By candle light,
They laboured with all hands.

One person was mightily pleased with the accident, and this was the skipper of the Dutch prize. As the first alarm-gun went off, "Pauf," he said, echoing the dull booming of the cartridge in the fog—"Pauf,—it is all pauf now. By Gar!" he continued, as the vessel began to thump again, "when this Dutch corvette took me I prayed God that she might knock her inside out, and I do declare that the Almighty has heard my prayer."

It was also satisfactorily elicited on the prosecution, that the haze was too thick to see a cable's length, and that the tide was setting two or three miles an hour faster than usual: and, regarding the neglect of sounding, the pilots—regular North Sea ones—swore manfully and distinctly that the lead could not have been of any service. At which the President displayed impatience, as well he might; for though it is true that, in approaching shoals which are very steep, a vessel may go high up in the interval between two casts of the lead, yet it may happen that the lead may be at the bottom at the moment of shoaling; in which case there might be time to stay or wear.

At the same hour the following morning, the Court re-assembled, having adjourned at two o'clock the preceding afternoon to give the prisoner time to prepare his defence. It was feared that Captain Smith (nephew of the gallant Sydney Smith) would have more trouble in getting himself off than he had in getting his vessel off, on account of not having had the lead going,—an omission which, I can assure you, is by no means looked on as a "sin of omission." However, the Court was lenient. He rested his defence, with good tact, on his general character, and on the activity he had displayed during the whole winter in cruising. He called a few witnesses; one of whom, on being asked (respecting an oath) whether he was a Protestant or a Catholic, assured the Court, with indignant simplicity, that he was neither—that he was a Hampshireman.

After some deliberation, the doors were re-opened, and Captain Smith's sword was returned to him, with an admonition to be more careful in future. When refitted, the *Larne* is to return to the North Sea station, when, we may be certain, there will be a more liberal expenditure of lead-line.

TYRO.

Devonport, 20th April, 1833.

MR. EDITOR,—If we have had one month duller than another, it has been that which has passed since I last addressed you. We have had no arrivals or sailings but of small craft and transports, nor anything doing in the departments of any interest, but universal murmurings against the continued reductions of poor mechanics and labourers. My diary, however, records the arrival of the *Pantaloon* from Lisbon on the 20th ult. The *Canopus*, 84, and *Implacable*, 78, were docked on the 22d. The *Alban* steamer arrived on the 24th. The *Hope* transport arrived on the 28th from Lisbon, and the *Pantaloon* sailed the same day to the eastward. On the 1st of April the *Confiance* steamer arrived from Oporto. On the 2d, the *Maitland* transport sailed with provisions for Deptford. On the 6th, the *Canopus* went out of dock, and the *Alban* steamer was taken in. On the 12th, the *Wanderer* transport arrived, having on board detachments of troops to join several regiments in the West Indies. On the 13th, the *Speedy* cutter sailed, and the *Netley* tender arrived. On the 17th, the *Speedy* returned. On the 18th, the *Confiance* was paid off and re-commissioned, and the *Zebra* sloop of war arrived from the East Indies, and proceeded for Portsmouth next day.

The small-pox had appeared on board the *Wanderer* previous to her putting in here; but by landing the troops, and using proper means of purification, the disease has been eradicated, and the troops will re-embark in a few days.

The Plymouth Naval Club will give a dinner to Admiral Sir Manly Dixon on the 29th, previous to striking his flag, to which Admiral Sir William Hargood and his staff are invited. The very general and polite attention shown by Sir Manly Dixon and his amiable lady, during his command at this port, to officers upon half-pay and their families, has induced them to offer him this tribute of grateful respect; and while the universal urbanity and kindness of Sir Manly Dixon will long be remembered, we have much pleasure in bearing testimony to the gallant officer's feeling, humane, and forbearing conduct, in the recent case of an unfortunate and afflicted officer.

As economy is so much the order of the day, it is matter of surprise and regret that some cheaper system of conveying government stores and troops has not been adopted. Several schemes have certainly been tried to effect this object; but they have all contained the same radical evil, which is that of paying by the day or month instead of by the voyage: and although it may be said that this could not make any difference when the vessels and crews employed are in the constant pay of the Crown, such as the troopships recently fitted out, yet, when the principle upon which these ships are arranged is examined, it will be found that the longer they make their voyages the more the commanders are benefited.

When merchants send goods from one place to another, they agree to pay a certain sum for the *voyage*; which, operating as a premium upon the expedition with which it is performed, ensures its being done in the least possible time; but Government hire transports, by the *month*,—a system which has a directly contrary tendency, since it then becomes the interest of the master, working for his owners, to create and take advantage of every possible pretext for delay: and although Government fancy they guard against this by placing an officer on board each transport, they unfortunately pay that officer *by the day*, and in many instances, dismiss him when the ship returns; thereby making it his *interest*, however averse from duty and inclination, to spin out the time. The expense of hiring transports on the present system was strikingly illustrated here lately by the detention of the *Maitland*, of 648 tons register, at 13s. 11d. per ton per month, for the purpose of conveying about half a cargo of provisions from hence to Deptford. By the delay in clearing that ship of her ballast, taking on board the provisions, and waiting for a fair wind, an expense was incurred of about 600*l.*; while the 400 tons of provisions sent by her might have been conveyed by

coasters or other vessels upon freight for 7s. 6d. a ton, or about 150*l.* sterling. We have reason to believe that a respectable ship-owner did, some short time ago, propose to Government to convey their troops by sea for one-third of the expense of the then cost; and perhaps some part of the time of those to whose department it belongs might not be ill employed in considering this subject.

I remain faithfully yours,

ALPHA.

[The following portion of our esteemed Correspondent's communication of last month was, with the record of the Court-Martial on Lieut. Campbell, omitted for want of space. The latter will be found in our present Number under its proper head.]

The trial of Lieutenant Charles James Fox Campbell has occasioned much conversation in the naval circles here, both as to the trifling extent of the offence, the propriety of the verdict, and the penal result. Upon the first, it is inquired what officer has not, at some time or other, stayed on shore an hour or two longer than his leave, even when the time of its expiration has been clearly understood; and if every such instance had been so arraigned, who would have escaped unscathed? True it is that the discipline of the service requires that every case of *direct* or *wilful* disobedience shall be visited with severe reprehension; and the necessity of all executive officers being on board when their ships are under weigh, cannot be questioned; but that this was one of those instances which required the judgment of a court martial, either for reproof or example, the strong sympathy evinced for Lieutenant Campbell proves to be exceedingly doubtful.

Since it does not appear by the evidence that the order to return on board by six in the morning was given in positive and direct terms, but, as stated by the master, in words which he, *under the particular circumstances in which the ship was placed*, should have understood to imply such an order, and which, in other circumstances, he should not have so understood, it would seem that the order to return on board by six in the morning could only have been given by implication; and consequently the disobedience alleged in the charge was only constructive. We have a rule of law, no less salutary than merciful, that whenever a degree of dubiousness hangs over an alleged fact, the prisoner should have the benefit of the doubt. It is therefore inquired how far the principle of this rule was applied to the case now spoken of, and whether the evidence was such as would have called forth a similar verdict in a court of civil judicature.

To be "severely reprimanded" by a court-martial, argues a considerable degree of culpability; and it is thought by many that an admonition, unaccompanied by harsher censure, might have had all the necessary and desired effect.

Lieutenant Campbell was assisted by Counsellor Bird and James Edmonds, Esq., solicitor, of Plymouth; and it is but justice to these gentlemen to say, that while the defence was worthy of their talents and judgment, they left no effort untried to place their client's cause in the most favourable light.

Milford Haven, 15th April.

The launch of the Royal William, first-rate ship of the line, took place at Pembroke dock-yard on the 2nd instant, being the anniversary of Nelson's victory at Copenhagen. The day was unusually auspicious for the time of year, and the assemblage of spectators great in consequence. The situation of this naval arsenal, upon an estuary, running in a deep channel for nearly twenty miles between lofty sloping hills, is peculiarly favourable for the exhibition of a ship-launch; and the Royal William being not only the

largest vessel ever built in the principality of Wales, but larger, by a few inches, than any before constructed in Great Britain, such was the interest excited, that while the face of the sea was blackened by a numerous flotilla of ships, boats, yachts, cutters, steamers, and small craft of every denomination, the shores on all sides were covered by a concourse of people from every part of the kingdom. Masses of men, women, and children, crowned the summit of each hill, crag, and promontory—swarming like bees upon the hulks in ordinary, on the fort, the dock-yard, the quays, and the ships upon the stocks. Turn the eye in any direction, and a host of anxious faces appeared watching with intense anxiety. It has been computed that 20,000 persons were present; but this estimate may be either over or under the truth, since no one could form an accurate calculation, where the area of the natural amphitheatre was so magnificently spacious. We repeat that no dock-yard perhaps in the world is so favourably situated for affording an immense multitude the full and free sight of such a spectacle; and 200,000 spectators might have witnessed this launch without pressure or inconvenience, as easily as so many hundreds could have been accommodated with an equally uninterrupted view of it elsewhere. Although the surrounding hills, however, afforded such choice positions for the numbers who proceeded thither in all the paraphernalia of Epsom races—in coach, chariot, buggy, cab, phaeton, dog-cart, and tandem—together with the thousands on horse-back, and tens of thousands on foot, yet old Ocean's bosom proudly supported most of the aristocracy of this vast assemblage. It was a compliment fairly due to Neptune upon such an occasion, that some of the loveliest and the noblest should embark to receive the stupendous fabric, upon its entering that element which constitutes at once the glory and the rampart of our beloved country. Accordingly, arrangements had previously been made by the different naval authorities upon the spot, and large groups of the most respectable gentry of Pembroke-shire were entertained on board various of His Majesty's vessels. The Royal Sovereign yacht, glittering with gold, and covered with silken banners, received the numerous guests of her hospitable commander, Captain Charles Bullen, C.B., one of the heroes of Trafalgar, who gave a sumptuous collation in the regal apartments: while about eighty distinguished personages, from Milford and its vicinity, were similarly regaled by Commander Chappell, R.N., in the cabin of the Crocodile post-office steam packet. Another highly respectable coterie honoured Lieutenant and Mrs. Palmer, R.N., with their company on board the Cheerful revenue cutter, where an elegant repast was provided, a ball-room fitted up, and a band of music enlivened the proceedings of the day. Besides these principal parties, many yachts and pleasure-boats, filled with merry crowds, decorated with gawdy flags, and firing their pigmy cannon, ranged closely in double lines, on each side of the open track left for the passage of the huge leviathan. By four o'clock P.M., loud shouts announced that the baptismal ceremony had been performed by Lady Owen; and expectation was now at its height. At length the discharge of a single heavy gun gave notice of the coming event. The cord was cut—the ponderous weights fell—the dog-shores gave way—and the enormous mass began to move, amid tumultuous cheers, and the roaring of artillery. Slowly and majestically emerging from her roofed abode, the splendid ship glided gracefully into her element without plunge or undulation, and pursuing her smooth course over the waters—

"Crested the ocean at her ease,
Like sea-bird on its native wave!"

We had been present at many launches before, but never witnessed aught like this. The breathless silence, preceding the cutting of the slender cord which released this mighty vessel, contrasted powerfully with the immediate thundering of cannon—the huzzas of the multitude—and bands of martial music pealing forth our national anthems "*Rule Britannia*" and "*God save*

the King,"—exciting a feeling of enthusiasm and loyalty of which all might be proud, though it haply drew "a tear from beauty's eye." Many of our fair countrywomen who were present will understand this allusion, without more being disclosed than they could wish unfolded: suffice it to say, that to merit such crystal tokens of female sympathy, the tars of England would gladly face a thousand foes—nay fight the *Royal William* against a whole host of enemies, till they

"Let not one single shatter'd plank remain
To glut the arrogance of France or Spain."

Here, however, must end our heroics. It is pleasing to add, that not a single accident, however trivial, clouded the gratification experienced on this occasion. The following dimensions, &c., may be fully relied upon, and may serve to amuse, if not to astonish, some of our non-professional readers.

Dimensions, &c., of the Royal William, first-rate ship of the line, built at Pembroke Yard, and launched 2d April, 1833:—

Length aloft over all	244ft. 9½ in.
Length of lower gun deck	203
Depth of hold from ditto	23
Breadth to outside the wales	55
Height from the topsides to the underside of the false keel	64 5½
Weight of the ship when launched	4589 tons
Measurement in tons	2698 $\frac{3}{4}$
Number of guns constructed to carry	120
Whole cost of building previous to launching, exclusive of masts, sails, guns, stores, rigging and other equipments	£94,971
Draught of water when launched abaft	19 ft.
Do forward	16½ ft.
Expected draught of water when all ballast, guns, stores, and provisions for six months are on board	26 ft.

So soon as launched, the *Royal William* was moored alongside the *Hannibal* hulk, until the *Belleisle*, now in dock, has completed her repair, when the new ship will take her place to be coppered: it being considered that this operation can be more smoothly executed after a ship had been long enough in the water, to allow of her planks swelling by saturation, as by that means the seams become better closed, and there is less inequality of surface to nail the sheets of copper over.

But it would be a great omission, indeed, if we forbore noticing one circumstance, connected with this launch, which may justly be considered of national importance. Having reason to feel assured that the pages of the *United Service Journal* do not escape the notice of those in authority at the Admiralty, we deem it a solemn duty to point out the fact of this first-rate having been launched *four days, or eight tides before the time of the highest springs*. There is not another dock-yard in Great Britain where this could have been accomplished; and it is said to be in contemplation to launch the *Forte*, 46-gun frigate, from hence shortly, at the period of a *deep neap tide*, thus further proving the superior capability of Pembroke as a building yard. If we are to proceed upon Captain Symonds' principles, and, imitating the Americans, to go on increasing the size, and, consequently, the draught of water of our floating bulwarks, it will be not only advisable, but imperative, to retain, foster, and improve the dock-yard at Pembroke, which is the only arsenal of the kind in the kingdom *situate upon a weather shore*; and having a flow of water, and a noble dock, adequate to almost any increase in the dimensions or draught of our ships. As to Deptford, Woolwich, Chatham, or Sheerness, valuable as they may be for smaller vessels, they are known to be hermetically sealed against larger ships than the *Royal William*, by the shallows lying in the mouths of the Thames and the Medway. Indeed, we believe our present first-rates have never been permitted

to turn over those flats and shoals with all their guns on board. At Portsmouth, again, the Spit Sand offers a dangerous impediment to our largest ships; and at Plymouth, there have been found difficulties in docking them, to say nothing of the depth of water for anchoring in the Sound or Cawsand Bay. At Pembroke, on the other hand, neither in launching, docking, or mooring ships much larger in size, and drawing more water than any now in use, is there the slightest obstacle to contend against. The access to the port is open and easy, being remarkably well lighted; its interior is land-locked, and capable of receiving the largest ships for fourteen miles of its extent; while its vast maritime importance was never so strikingly evinced as in the launching of the *Royal William* at so early a period of the tide. It is, therefore, to be hoped, that whatever reductions and changes Ministers may think proper to make in our naval arsenals, they will continue to bear in mind that, even should every other dock-yard in the kingdom be abolished, it will be absolutely necessary to preserve that at Pembroke, as presenting advantages superior to any other in Great Britain, if not to any similar establishment in Europe.

Having entered so much at large into the details attending this interesting launch, but little space is left for other local news. The *Forte*, of 46 guns, is finished, and ready for launching. The *Rodney*, 90 guns upon two decks, is so far completed, that it is expected she will be launched on the 1st of June next, being the anniversary of Lord Howe's victory. The *Dragon* hulk has been fully fitted up for the reception of 150 marines, by whom our dock-yard is in future to be guarded. The repairs of the *Belleisle* are nearly completed, and she will soon be taken out of dock. The *Vanguard*, 76 guns, is to be immediately laid down upon the slip from whence the *Royal William* was launched; and the *Collingwood*, 76 guns, will be laid down as soon as the *Forte* is off the stocks. Both *Vanguard* and *Collingwood* are upon Symonds' principle, with 56 feet beam.

Commander Pogson, R.N., superintending the South Wales District of the Coast Guard, has been superseded by Commander William Rush Jackson, R.N., from Belfast station. The latter has just arrived at Milford in the Wickham revenue cutter, commanded by Lieutenant Renou.

The time of the post-office steam packets leaving Dunmore for Milford has been recently altered, owing to the opening of the new mail-road between Waterford and Cork, by the bridge lately constructed over the river Blackwater. The packets will not in future quit Dunmore till six A.M.

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

Lord Cornwallis and the Defence of Ireland.

MR. EDITOR,—As nothing in the tone of my remarks upon "*The Defence of Ireland*" could have caused the soreness evinced by your correspondent Alfred in his reply, I conclude that he feels his cause weak.

The first object of my article, was to set the share which the late Colonel George Napier had in the proceedings of the engineer department in its true point of view. On that head Alfred and myself are agreed, and I will not carry the controversy relative to Lord Cornwallis further than this letter, being satisfied that two anonymous writers like myself and Alfred cannot affect the world's judgment of that nobleman's character. Indeed, Alfred deals so much in broad assertions, that I might safely avoid the trouble of writing even this letter; nevertheless, I will, as the turf men have it, bring him once more "to book."

He asserted that Lord Cornwallis sent militia and fencibles, instead of

regular troops, to fight at Castlebar; and then, lending his Lordship motives founded upon his own error, said, "either distrusting the militia from the result of that action, or from a miscalculation of the enemy's numbers, Lord Cornwallis put near ten thousand men in motion against 850 French." I showed, first, that no troops were sent by Lord Cornwallis to Castlebar; secondly, that the 10,000 men, which Alfred has since increased to 15,000, were put in motion long before the affair of Castlebar had place. Alfred, in his reply, avoids these stubborn facts; and thus tacitly admits that he commenced his career of censure with two gross errors.

Alfred assumed, without a shadow of proof, that neither Lord Cornwallis nor Humbert "appeared to be guided by military principles." I endeavoured to show that both of them acted upon sound military principles. Alfred, in reply, drops his censure upon Humbert, and utters a string of assertions to the disparagement of Lord Cornwallis; but it will require something more than the breath of an anonymous writer to puff away the reputation of a man who for nearly half a century was so eminent that the government of his country entreated him to accept the most important employments, civil, military, and diplomatic; and who, in all those employments, gained the esteem and admiration of the most distinguished of his contemporaries.

To expose the fallacies in a string of assertions directed against Lord Cornwallis's military conduct during a long life, would require a careful exposition of his motives, movements, situations, and resources; but as this cannot be done in a work like yours, and is obviously unnecessary, in answer to Alfred, the latter's mode of attack is as unjust as it is impotent to injure the distinguished object of it. Moreover, Alfred is more hardy in his assertions than accurate in his facts. First, I did not, as he assumes, speak of Lord Cornwallis's "great and deserved *military* reputation," but of his "great and deserved reputation" as a man of state generally. Secondly, Lord Cornwallis gained the battle of Camden against General Gates, as well as the battle of Guilford against General Green. Thirdly, Lord Cornwallis did not only meditate, but did actually attempt, to carry off his troops from York Town, by the Gloucester side. He was baffled by a violent tempest; but it is by no means certain, if he had succeeded in breaking out, that he could have escaped the enemy's pursuit. Fourthly, notwithstanding Alfred's contentious mode of censuring, it is notorious that Lord Cornwallis's conduct in India was eminently great and successful.

Alfred asserts that I have gleaned all my information relative to the movements against General Humbert from an "apologetic pamphlet, published by one of Lord Cornwallis's aide-de-camps." Further, that I give up the point of the French numbers; and that I call the position of Castlebar bad, although there was no position taken. Now, Sir, I never saw nor, until I read Alfred's reply, heard, of such a pamphlet. I took my fact from two most authentic sources; the one being the papers of an officer, not employed in the operation, but of ability and experience to judge their value, and of an intimacy with Lord Cornwallis, which enabled him to obtain facts for a good judgment. The other source, perfectly corroborating the first, was the journal of a distinguished general officer holding an important command in the army employed against Humbert; wherefore, if my statements are so much in accord with the "apologetic pamphlet" as to make Alfred assert that I drew my information entirely from that source, it is clear that the pamphlet is good evidence; and it is an additional proof that Alfred is wrong. But it seems the details of an operation, pronounced by him as contrary to military principles, are nothing to the purpose! Alfred, who "talks of roaring lions as maids of thirteen do of puppy-dogs," will not suffer any fact, any authority, adverse to his own assumption. Lord Cornwallis's after-opinions go for nothing; his aide-de-camp's defence of him goes for nothing; the general officers' serving were worth nothing; Sir John Moore was not "experienced enough in operations on an *extended scale*" to judge correctly of an affair, which Alfred himself says would have been decided by a single regiment!

It is strange, also, that Colonel R. Craufurd, the only person in Alfred's opinion who was capable of judging, thought that the French would make for Galway, and pressed Lord Cornwallis to take that erroneous direction instead of marching as he did towards Granard.

With respect to the numbers of the French I had no positive proof to offer, and therefore made no positive assertion; but I still believe them to have been nearer 1800 than 850. I believe it, because I know from good authority that at the time they were said by the government to be 1800, but were publicly called only 1100, to damp the hopes of the disaffected. Jomini, in his "*History of the Revolution*," says, that Humbert had eleven hundred "*troupes de débarquement*," which means fighting troops, independent of workmen, commissariat, &c. who are always numerous with a French army. However, the evidence on both sides is clearly against Alfred; and that gentleman is again unfortunate in his quotation from me. I never said the position at Castlebar was good or bad, as regarded the ground of battle, but that the position of the troops was bad, meaning thereby their disposal, which is quite another thing.

Alfred talks largely of the feelings of the army relative to the operations; but there never was, if personal strength be set aside, a worse army. Lascivious, insubordinate, inexperienced, undisciplined,—this was the army described by Sir Ralph Abercrombie as dangerous only to its friends. And is the mess-room gabble of such an army to weigh against the authorities I have adduced? Why, Alfred himself, even now, with all the assistance I have given him, is not able to appreciate the effect of political motives on Lord Cornwallis's movements, and treats the whole affair as a mere military operation of ten thousand men opposed to a battalion of French!

Alfred says "*I pretend*" to have shown that Lake was not sent to Castlebar to fight!! "*I pretend*" to have shown no such thing; but I have said distinctly, and again say, that Lake was sent to Galway to collect a force on that side, with positive orders not to risk a doubtful action; that Hutcheson, before Lake's arrival, did, of his own motion, and contrary to Lord Cornwallis's intention, advance to Castlebar, and that Lake joined him there the night before Humbert defeated him. Hence, if Lake had ever been ordered to fight, Lord Cornwallis could in no manner have been responsible for the result of that affair. But here we have Alfred assuming that one battalion would have sufficed to destroy Humbert, and at the same time censuring Lord Cornwallis for risking four or five battalions, with artillery and cavalry, near this miserable enemy. And Humbert himself, who beat all these troops off-hand, and afterwards defeats the Limerick militia at Coooney, is described as only seeking for an opportunity to surrender! What incredible confusion of ideas!

Alfred says that no insurrection had an existence before or during Humbert's invasion, and therefore hopes that I will have the candour to acknowledge "*my palpable error*," in arguing that Lord Cornwallis's operations were directed to "*prevent a great insurrection*." The real Alfred of yore was never so hard put to find a hiding-place from the Danes as this mock Alfred is to find the semblance of an argument. It seems, then, that to enable a governor to prevent an insurrection, an insurrection must first take place! And what is meant by saying that no insurrection had existence before or during Humbert's invasion? Did not the rebellion exist just before that invasion? Were not Holt's and other bands still wandering in the Wicklow mountains? And did not several thousand miserable insurgents lose their lives at Ballinamuck when Humbert succeeded? Alfred had better watch the cake—his arrows miss their mark!

W. H.

Revision of the Infantry Drill and Field Exercise.

MR. EDITOR,—Without, for the present, touching on the more important subject of the training and arming of the infantry, on which I shall have more to say at a future time, permit me to solicit, through the medium of your pages, the attention of the Board of Revision, now sitting, to a single but not unimportant point of movement.

At page 75 of the Book of Regulations, (Part iii., Sec. 70,) it is said that "the march in line, either to the front or rear, is the most important, and most difficult of all the movements, and requires every exertion of the commanding-officers, and every attention of officers and men for its true attainment, &c."

At page 38 of the same volume (Part ii., Section 42) are the following words—"Close Order is the chief and primary order in which the battalion and its parts at all times assemble and forms. Open Order is only regarded as an exception from it, and occasionally used in situations of parade and show. In close order, the rear rank is closed up to within one pace, the length of which is to be taken from the heels of one rank to the heels of the other rank."

Now, could human ingenuity possibly contrive a more awkward method of executing "the most difficult and most important of all movements?" It is no easy matter, even on a level parade, for the rear rank men to step exactly into the place from whence the front rank men have just raised their feet, but as soon as the least unevenness of ground occurs, the thing becomes impracticable, so that a certain extent of wavering and unsteadiness is inevitable. To remedy this in some degree, for it can never be entirely got over, drill as much as you will, I venture to propose that all line marching, whether of a subdivision or of a brigade, shall be performed in *Open Order*, as it will give the men ample room and freedom in their motions, and cannot possibly be attended with the slightest inconvenience; for no emergency can be so great as to render the half second, or less, required for the purpose of closing up, a matter of the least consequence. Such an order will also facilitate the forming of fours, wherever it may be necessary to break into files and to move by the flanks. When wheeling on a fixed pivot, the rear rank can make a quarter face to the reverse flank, circling round in the manner prescribed, page 119, Section 77, for the wheel of columns. When wheeling on a moveable pivot, no inconvenience can be experienced.

Perhaps we shall be told that such an open formation will injure the strength and compactness of the line, and render it unsteady. How mere facility of movement can render a line unsteady it is not easy to say, nor can its strength be injured as long as the men are equally, or better, prepared to act than when marching in a closer order. That it will destroy the compactness, which, to the eye of the mere martinet, conveys an idea of strength, may be true, but as long as we have bear-skin caps, mounted lancers, and, above all, bayonets, no modern tactician has any right to complain of a want of playthings.

Though fully convinced that the bayonet never injured, and never will injure, mortal man in fair combat, I nevertheless think that the German bayonet exercise, about to be introduced into the service, will be attended with advantage: I saw it performed by the Saxon troops about three years since, and was much struck with the alacrity it seemed to give the men. It offers a substitute, though a feeble one, for the athletic and gymnastic exercises that can alone form a solid foundation for an efficient system of tactics. Skill in the use of efficient arms must constitute the capital, whilst formation and movement compose the shaft, of the column. Of such a structure we have the smoke-crowned shaft, only resting as yet merely on the pacing-stick of the drill serjeant.

Some nine years ago, a mode of instructing the infantry in the use of fire arms, which had just then been introduced with great success into the Wir-

temberg service, was submitted to the Horse-Guards. The abstract of the field exercise, dated 25th October, 1824, having about that time been published to the army, the late Sir Henry Torrens thought, that, with proper attention on the part of officers, results equally satisfactory might be expected from the directions which it contained on the same subject. As this expectation has failed, it is to be hoped that the German mode of instruction above alluded to, or something better, may be introduced, in order to give soldiers an idea of the proper use of the arms placed in their hands. What the present musket practice is shall be shown in the next article on tactics: I mention the subject at present, only that I may reclaim the just principles of instruction recommended nine years ago, should they now be acted upon.

Independent of the point of regulation calling for revision, there are passages in the book that I, for one, should be glad to see struck out altogether, owing to the strong impress they bear of the tactical notions, still prevalent at the commencement of the nineteenth century; notions, the existence of which the filial affections of our grandchildren will prevent them from crediting, unless forced upon their belief by the evidence of official documents.

Edinburgh, March, 1833.

J. M.

United Service Proprietary School.

MR. EDITOR,—Having a short time ago occasion to revert to the contents of your January Number, I found I had somehow inadvertently overlooked a letter from one of your correspondents on the, to me, always interesting subject of a “*United Service Proprietary School*,” and I accordingly hastened to peruse the same in the hope of meeting with something valuable and important; but in this, I confess, I soon found myself much disappointed. I then referred to your February Number, in the expectation of finding therein something either confirmatory or opposed to this writer’s ideas; but being in this also disappointed, yet feeling still that it was an object deserving the best consideration of a large proportion of your readers, I resolved, should ~~no~~ notice be taken of it in your next, to revert to the subject myself, were I even to do no other good than recall attention to a matter of such importance, and at the same time expose the singular absurdity of a great part of your correspondent’s proposal.

That period having now arrived, I proceed to redeem my pledge to myself, by referring to the letter in question, and begging your permission to make a few quotations from it, as I proceed to review the proposition therein contained.

In the first place, then, the writer sets out with proposing “the formation of a *U. S. P. School*, at which officers having a respectable income may be enabled to insure their children a *first-rate* education at a moderate expense, and be assured of their associating with lads only of similar respectability!” And to effect this he suggests “that the sons of individuals of the rank of field-officers only should be eligible to nomination; or, should this be considered as drawing the line too close, that the sons of junior officers in the two services might be eligible, on making a declaration that their income is not under 300*l.* per annum, which he, *from experience*, considers the lowest rate of property any person should possess who proposes to pay 25*l.* a-year for the instruction of any one of his children!” Now, though one may not feel disposed to deny that some good may probably result from the establishment of a limited private seminary, on a plan similar to that proposed, there may be many who would doubt the rationality of the grounds on which he founds its claims to consideration, as a mere public institution destined to meet the wants of the whole United Service. And, independent altogether of its ultra-aristocratic bearing, what are we to think of the preliminary restriction to the sons of officers of the rank of field-officers, or at least of such juniors only as possess a *bonâ fide* income of not less than 300*l.*

a year!—This, surely, many might be inclined to regard as an invidious, if not an impertinent proposal at best; for what right has any one to inquire the amount of my or any other individual's income, provided we honestly pay our way through life? But setting aside even this, let me simply ask how many are the fathers who, with incomes far less than £1000., devote much more than 25*l.* yearly to the education of a favourite child? Of this, however, perhaps more hereafter; for this is not the only sin for which your correspondent has to answer.

In the next place, "In the formation of such a school," (observes your correspondent,) "the *errors* of the proprietors of the *Naval School* may be easily avoided; among which the greatest has been *endeavouring to unite utility with charity*!"—as liable, forsooth, to intrude among his more select party a few of the offspring "of families in comparative *indigence*, who consequently cannot have had that surveillance in their infancy, which parents in greater affluence must desire the companions of their children to have had!" Nay, he further observes, "that such assimilations," [associations, I presume, is implied] "are most injurious to children; that to the *more wealthy* it cannot be beneficial; and that it is for that class of the two services he would intend the school proposed!" And yet what comes next for this more wealthy class? Why, "that Captain Dickson has evidently proved that a 25*l.* subscription by each proprietor," [of what?] "would be adequate to all the expenses of the building of a school," [for an institution such as the Royal Naval School, I presume, not what he proposes:] "and that 25*l.* a year is *more* than adequate to the expenses of a lad's board and education." And then follows something in the shape of management, to which I must refer your readers unabridged, that I may hasten to announce his next main object, namely, "to unite economy and respectability," coupled with the remark, that "as the majority of the married officers find the *principle* [?] of *promotion* and *expense* of serving so different from those existing when they entered the service, he is convinced the majority would desire a general system of education should be adopted, and not *merely* a professional one!"

Having thus developed his plan, your correspondent kindly concludes with stating, that "in the remarks which he has made he would wish to say nothing which may be injurious to the Naval School, to which he sincerely wishes success;" but, "at the same time that he feels that it is *peculiarly* adapted for the *poorer branches* of the naval service," [*pauvres drables*!]" "he should be sincerely glad to see established a school adapted for the *more wealthy branches* of the two services, who feel *great difficulty* in coping with the expenses to which the *rank* they hold *necessarily* exposes them!" *Risum teneatis*! or, rather, alas! alas! that *wealth* and *rank* should only add to our difficulties!

And is it possible, Mr. Editor, that no member of either service has yet stepped forward to second your correspondent's motion?—No, nor never will, I take it, at least as a public measure;—and as such only had it any title to a place in your pages; though I will not deny but that there may be some features in it to recommend it to the consideration of a limited number of private friends. But whether such be the case or not, it appears to me that your correspondent need not have so gratuitously adverted to either the Naval School, or the pecuniary circumstances of others, in the way in which he has done. With regard to the former, for instance, he is pleased to characterize as a *decided "error"* the attempt of its proprietors "to combine utility with charity!" Whereas others, and I for one, may regard that combination as *one of its noblest features*. But setting that aside, allow me to ask, was not the Naval School intended for the benefit of the naval service at large, and as such patronized by Doctor Bell; and was it not, therefore, necessarily and naturally expected to be on a scale of expense suited to the more limited means of the junior grades, rather than the more affluent circumstances of the senior members of the profession; and if it should happen to have turned out otherwise, will not its leading object have been

defeated? Nay, I will go even further, and ask, whether it was not naturally to be expected, that it would be rather patronised than had recourse to, in the education of their children, by many of the "more affluent" members of the service, considering that there exist so many choice seminaries and colleges, possessing advantages superior to any the Naval School can ever be expected to boast of, at the option of all those to whom rules of stern economy are not necessarily an object? Be this as it may, I trust, for the honour of both services, that few are the officers of superior, nay, even of the highest rank, in either, who would consider their children in any way degraded or contaminated by associating with those of the humbler captain or lieutenant (who would fain all look forward to be admirals and generals *in their turn*), although they may not "have had that strict surveillance in their infancy which more affluent parents may desire;" particularly considering that such associations would take place in a seminary destined for the exclusive reception of the sons of officers alone. And let me tell your correspondent, who, I presume, was once a sub himself, that there is still as much nice and *right* feeling among the juniors of the United Service, as in his younger days, when, I am somewhat disposed to think, he would have been inclined to regard expressions, such as he has directed at the junior grades of the Service, as somewhat approaching to an insult. But time and rank sometimes produce strange changes; and it is possible that when he stepped into the important rank of commander, he at once consigned to oblivion all former grovelling associations, exclaiming, with the anonymous poet,

Henceforth,
May I be — if ere I condescend
To herd with Subs, or call a Sub my friend!

Trusting, however, after all, that this is not altogether the case, I would beg to recommend to your correspondent to be more cautious in future in even inadvertently giving offence, and to bear in mind that we were once all subs in our turn; and that if many of the junior ranks cannot give that "surveillance," or bestow that "first-rate education," on their offspring which he and they would desire, it is "their poverty and not their will consents;" and that unfortunately the matter is not likely to be soon or readily mended during the present stagnant "piping times of peace" and raging reform!

To conclude in a more serious mood, allow me to express my sincere belief, that very few of your naval and military readers will be inclined to regard the naturally limited thing proposed by your correspondent as at all likely to meet the wants or wishes of two such numerous bodies of officers as compose the two services,—the one amounting to not less than 7000, and the other 14,000 individuals of all grades. But, on the contrary, let us fervently hope, as regards the naval service, that the late announcement of the probable speedy opening of the Royal Naval School at Camberwell* will not only prove highly satisfactory to all concerned, but eventually lead to such successful, happy results, as shall encourage its rapid development on a more extensive, and, as a matter of course, considerably less expensive scale, in strict accordance with the original plan. And with regard to the *army*, I trust it will not be long before a proposal for some similar seminary for the education of military officers' children shall be submitted to the consideration of that branch of the united service also. Nay, if I am rightly informed, such has already been long in agitation by an old officer, whose digested prospectus of a congenial institution, upon a grand and most extensive, yet economical plan, divided into two great distinct branches, embracing, along with a respectable provision for orphans, the admission of the children, of both sexes, of the whole of the officers of the British army, only awaits a more calm and suitable opportunity than the present agitated political times to be fully laid before the army and the public:

* The School has been recently opened.

Being a hearty well-wisher to all such patriotic undertakings, and finding (as observed by yourself, Mr. Editor,) throughout Europe, and even North America, seminaries and colleges for military education, *generally with a dispensation for that of orphans*, founded, encouraged, and protected, if not supported, by the different states, I trust that two such important institutions as those above alluded to, for the benefit of the rising offspring of the gallant defenders of favoured Britain, will neither be permitted to perish in embryo, nor linger on in spiritless existence, for want of due encouragement and support; but rather that to her proud title of mistress of the ocean and arbitress of nations, our beloved country will long continue to add the generous boast of being not only the widow's stay and the orphan's hope, as far as her navy and army are concerned, but the ever ready patron of general education, and the warm encourager of science and the arts throughout every portion of her widely extended empire.

I am, Sir,

Your obedient servant,

5th March, 1833.

A FIELD OFFICER.

Suggestion for a United Service Seminary.

MR. EDITOR.—At the time the Royal Naval School was proposed, I had the intention of addressing you on the subject; but, on reflection, not considering myself a person of sufficient weight to be likely to induce the adoption of so important a change as that which I contemplated, namely, the establishing such a school as a "United Service Seminary." I gave up the idea. I am now led to take up my pen, as I observe that "An Officer" addressed you respecting a "United Service Proprietary School" in your last Number.

It has often occurred to me, whilst campaigning, of what immense importance to the nation is the cordial and zealous co-operation of all branches of the service. But, unhappily, the contrary has sometimes been the case. I will not pain the feelings of either service by alluding at length to wrong notions and prejudices which have actuated very honest but very ill-educated men, who, unaware of the paramount importance of suppressing private feelings and petty jealousies, have brought confusion and ruin on the King's arms, where victory and glory would have resulted from a more enlightened sense of duty.

That the present system of educating officers of the navy and army has done much towards this proper patriotic feeling, I admit; but I feel confident that the plan which I have in view would cement a union between the services, which would eventually lead to the happiest results.

We all, more or less, have felt the joyous animating sensation, that of suddenly meeting an early friend, a valued schoolfellow, or fellow-collegian, after years of separation, frequently in a far distant clime, where early recollections, fondly brought to mind, have lightened duty of half its labours, and made a bivouac as cheerful as a play-ground. This circumstance, however trifling, at first sight, has its moral, if extended throughout the various branches of the services. What could be more desirable, or more advantageous to the country, than to find admirals and generals, educated at the same school, having formed early and intimate friendships, having honourably striven for pre-eminence in branches of education, which are common to both services, such as mathematics, surveying, classics, and languages, brought together in after life, with all the fervour of early attachments, anxiously endeavouring to support each other, for their mutual renown, as well as for their country's cause.

Besides these sentiments of friendship and mutual esteem, which appear to me it is so advisable to cultivate, there are other considerations of moment which occur to me.

I should value as a great advantage the insight which a clever boy intended for one profession might get into that of the other—as, for instance, a soldier being allowed, after attaining a certain degree of proficiency in his own line of studies, to see and study the models of ships, boats, rigging, naval gunnery, &c.; all which might be highly useful to him in after life, especially if thrown upon his own resources, as our officers frequently were on the lakes in Canada, myself amongst the number, having acted as commander of a gun-boat, or sort of sloop.

In like manner, a youth intended for the navy would be enabled to get a certain knowledge of fortification, land batteries, and field movements, sufficient to enable him to co-operate with land forces in a less irregular manner than heretofore: when it has happened that sailors, with the very best intentions, and the most dashing gallantry, have somewhat obstructed the regular movements of troops rather than forwarded them.

As I should hope that *all* officers of the navy and army, including engineers, artillery, cavalry, infantry, and commissariats, who could afford to pay about 25*l.* a-year, for the education of a son, would have a claim on the establishment, under certain restrictions; all branches of the service would find this a grand preparatory, and, if I may be allowed the expression, complete establishment.

By this intermixture, also, it would happen that some youths destined for one profession might exhibit such decided genius and predilection for another, that the peculiar talent for one branch might follow its own bias, and would not be lost by being thrown away on another. Should such an institution be set on foot, on a cheap, solid, and well-organized basis, it must become a fountain spring, sending forth a perennial stream of well-educated youths, cemented by years of association and friendship, to honourable rivalry in the discharge of the most sacred duties, to become the most precious safeguards of their country.

Some encouragement would probably be given by the Government to a successful establishment of the kind, by either allowing a certain number of youths of each service, on passing brilliant examinations in their respective studies, to be drafted into the naval or military colleges, to receive commissions and appointments in turn with the cadets, or otherwise to allow a certain number of commissions and appointments attached to the establishment to be held out as prizes.

From the kind and anxious interest the then Duke of Clarence took in the affairs of the College at Marlow, I doubt not that this institution would be honoured with the patronage and solicitude of his Majesty, to whom, no monarch who ever wielded the British sceptre, could so well appreciate the value of a United Service education.

There exist United Service Clubs, and a United Service Museum: may we not hope to see a United Service Seminary, and a United Service Widows' Fund?

Should you approve of this plan, Mr. Editor, I trust you will lend it your powerful support by suggestions, which will be infinitely more useful than those of an old responsible under officer at Marlow.

Belle Vue, Jersey, Feb. 12, 1833.

B 100.

* * The publication of the two foregoing letters has been deferred from an intention of embodying them into an article on the advantage of combining with "The Naval and Military Library and Museum, a United Service School"—a project we have contemplated from the period of our first advocacy of the former institution, and only awaited the fitting occasion to urge it with effect upon the attention of the Service. Recent circumstances, however, induce us to suspend for the present the fulfilment of our intention.—EDITOR.

Captain Scott, R.N., in reply to the Author of "The Life of a Sailor."

SIR,—His Majesty's commission alone entitles you to notice or reply from me.

Flippancy of speech is not argument, or puerile supposition the language of truth. I acknowledge your proficiency in the first accomplishment; we have yet to learn your title to the latter virtue.

You have, as I anticipated, offered no refutation to the facts contained in my letter to the Editor of the *United Service Journal*. I rather expected that you would have stood manfully and generously forward, saying,—“I have suffered the ardour of a too imaginative disposition to mislead me as to facts, and to beguile me into error: absorbed by the seductive delights of authorship, I have unwarily discarded the principle of veracity to which I pledged myself at the commencement of my work.” Such a confession would have done honour to your heart, and credit to your understanding. You would have afforded me an opportunity of addressing you in private, as well as in public. It would have ensured you the consideration of your countrymen, and might have reinstated you in the esteem of your brother officers; but you have quitted the broad, open path of honesty, to pursue the windings of a more covert and dangerous one; and which are ever found, ultimately, to lead to abandonment and disgrace.

Believe me, Sir, you have drawn an onerous burden upon your shoulders, from which it will require more ingenuity than you possess to extricate yourself. You have, under the guise of an honest blue jacket, and the assumed rank of a “*Captain*” in the navy, imposed upon the credulity of a confiding public. You have libelled the service, and vilified its members; you have wounded the feelings of some, and outraged those of others; you have made a jest of insanity, and exposed to ridicule the defects of nature; your praise consists in insidiously conveyed censure, and your censure may be denominated unintentional praise. Really, Sir, a fatality seems to pursue you. The gallant and chivalrous Sir Peter Parker, whom you, doubtless, wished to honour, is, by the unhappy union of vanity and professional ignorance, placed in a point of view derogatory to his merits and his worth. Your familiar adoption of “*Poor Peter*” is at once offensive and indiscreet.

These truths may not be palatable, nor can they afford any very consolatory reflections to the man of mind or feeling: you have discovered to us a melancholy deficiency in both these qualities. But it is not yet too late to retrieve your errors; give your judgment fair play, and we shall gladly hail the fruits of your repentance.

I have conjured up no phantoms, or dressed them to suit my own convenience. I hope you may not find them disagreeably substantial, whenever their shadows may flit across your path in after life.

I will not mar the admonitory intention of this letter, further than to observe, that I am bound to believe your assertion of plundering to its fullest extent; it appears to have been a failing of your youth: but that you should have indulged in it after the signal punishment inflicted upon you by Captain Coffin, is a matter of surprise and regret. It is to be suspected that your imperfect knowledge of the *meum* and *tuum* of things, may have subjected you to the stinging reprimand of Sir George Cockburn; and that the remembrance of his rebuke, and Captain Coffin's chastisement, were alike carefully treasured in your memory till the favourable time arrived for cancelment and revenge.

There is, certainly, a degree of ambiguity in the English tongue; but I am assured that my letter has been thoroughly understood by those upon whom I most wished it to make an impression. You have largely availed yourself of the imperfection of our language in your recent letters in the *United Service Journal*; but I can trace no symptoms of your having misunderstood the allusions or signification of my address to the Editor.

The motto you deem so applicable, I bear in right of my best friend. I am rich in mottoes, and offer you another for your admiration and observance—

Quo virtus vocat.

One word more and I have done. If regardless of your own character, at least cherish the honour of the service to which you belong; and when next you permit the naval uniform (universally honoured and respected) to be sullied on your own person, either by Turk or Christian, without properly resenting the indignity, let me advise you to retain the degrading remembrance of it within the precincts of your own breast.

And now, Mr. Author of "The Life of a Sailor," with no personal enmity of feeling, I bid you a final farewell. You degraded the service at large by the slander of one of its most worthy members. In stepping forth as the friend of the absent Sir George Cockburn, (my Captain, Admiral, and the son of the bosom friend of my father,) I put aside the paltry plea of fellowship, and embarked in the cause of truth and rectitude. In defending Sir G. Cockburn, and rebutting the calumnious statement of the operations in the *Potowmac*, &c., I identify myself with the service. I am at all times ready to vouch for the honourable career of the one, and to resist, as far as my humble abilities will permit, any encroachment upon the respectability of the other.

I remain, Sir, your obedient servant,

JAMES SCOTT, Captain R. N.

United Service Club, Pall-Mall, April 4th, 1833.

Naval Construction.

MR. EDITOR,—After having waited patiently for the result of the enormously expensive experiments with which the present surveyor of the navy has treated the public, I have observed in your Number for February a declaration of Captain Hayes, that there was "nothing remarkable" in the performance of the *Vernon* and *Castor*; and having likewise seen that the *Waterwitch*, the Earl of Belfast's brig yacht, had beaten the puffed-up *Pantaloon* upon a *whirl*, five miles in four hours and three-quarters, I am desirous of making a few observations on the surveyor's system, and also on that of Captain Hayes, who also declares that he has a fixed principle of construction, and that the *Vernon* has not been built upon any fixed principle. That the *Castor* should go much beyond the common frigate was not to be expected, because the dimensions of this ship do not exceed the *Endymion's* but in a very trifling addition to the breadth; but that, after all the boasting and extraordinary dimensions of the *Vernon* in regard to the breadth, that ship's performance should not be anything "remarkable," serves to prove, with more recent facts, that this "fancy" ship has by no means turned out according to the confident expectations of the new surveyor; for calculations on "fixed principle," there never could have been any. Instead of possessing every imaginable excellence, as was so presumptuously assumed, we may fairly infer that facts have now proved that *size alone* was the only quality that could be secured by the projection of this ship; proving experimentally that his celebrated "Catechism*" is out of the pale of physical science, and founded upon nothing existing in the laws of nature or of machines. He is a rash man, indeed, who sets these laws at defiance, and such a contempt is always sure of being visited with severe disappointment. The public have not yet been favoured with the publication of Capt. Hayes's "fixed principles," which we are, therefore, bound to believe are really deduced from a proper course of investigation, founded on the natural constitution of fluids, and the mechanical laws of floating bodies as they are, and not as they ought to be, to agree with some hobby of an unschooled and wild imagination. If Captain Hayes's "fixed principles" have been so derived, there can be no question but that the *close monopoly* now possessed by Captain Symonds, in the matter of naval construction, is extremely unfair

to Captain Hayes, and equally unjust to the country. The public have a right to expect that there should be an open competition, as they pay the expenses of all these experiments. To be sure, it is only fifty thousand pounds for the Vernon, and absorbing an *eighty-gun ship's frame*, and about as much more for the other craft of Captain Symonds' fleet.

It will be scarcely credited, that, in the *nineteenth* century, the construction of the ships of the British navy is committed to a person who has himself published to the world *theories* that are directly at war with the mathematical principles of naval construction.

As it is very common for the ignorant to ~~deny~~ these principles as "mere theory," and those who do so generally try to hide their ignorance under the fallacy "*practical man*," I beg to inform such persons, when they indulge themselves in their imaginations, that there are *true* theories, as well as false theories, and unfortunately that the new surveyor has adopted a *false* one, as every day's experience will *practically* demonstrate. Obstinacy in pursuing a wrong path will not make it a right one; and until false theorists abandon their theories no alteration for the better can be expected. But will the public be satisfied with the patronage unhappily bestowed by our naval administration on these false theories, whilst there is a corps of naval constructors who have been educated, *also* at the *public expense*, for the purpose of constructing the ships of the national marine, who are, by an inconsistency which makes us the wonder and derision of foreigners, the only persons who have not been called into the arena of competition?

Sir James Graham, and the Board over which he presides, profess (and no doubt desire) to be *liberal* and impartial!—but they cannot, in justice, be entitled to this praise, until they give the naval architects above-mentioned an opportunity of proving whether a mode of proceeding, founded on the mathematical principles of ship building, is not as superior to the vain devices of a presumptuous and self-satisfied mind, as the Newtonian system of the universe is superior to the outrageous theories of Ptolemy or Descartes; in fact, as truth is superior to error.

I am, Sir, yours,

A. CIVIL ENGINEER.

Wreck of the Rothsay Castle.

Portsmouth, March 18, 1833.

MR. EDITOR,—The result of the trial, *Watson v. Colquitt*, at the Court of Exchequer, before Lord Lyndhurst and a special jury, on Wednesday, the 20th ult., to *prove the state* of the Rothsay Castle steam-vessel, when lost on the 17th August, 1831, at the entrance of the passage to the harbour of Beaumaris, having terminated in a nonsuit by the cross-examination of the plaintiff's witnesses, I trust you will insert some notice of it in the United Service Journal (if not this letter), not only as an act of justice to the defendant, a commissioned officer of thirty-eight, and a captain of twenty-two years' standing in the navy, but to make it known universally to the motleys of the country, and to the blue and red jackets in particular, that this action for libel was brought before the Court of Exchequer in consequence of a fair and honourable statement of facts, relative to the state of the vessel's hull, as viewed by the defendant on the second day after her becoming a wreck, without one word of invective or vituperation against the owner, or even without mentioning his name; yet that, owing to removal, and postponements of trial (the record having once been withdrawn), causing a heavy expense in looking after and bringing up witnesses, &c., he will be out of pocket some three hundred or four hundred pounds! Thus, Sir, it becomes tolerably conclusive, that, so long as one man possesses the power of denouncing any document, written by another, to be a libel, it must be expected that the lives of our fellow-creatures may be risked with impunity: for who, be his independence and philanthropy ever so great, will render himself amenable to a two years' harassing and vexatious suit, with the certain loss to him, though he obtain a verdict, of such a serious sum as that incurred by

Captain Colquitt, who, under the circumstances and in the situation he was placed in, could not, without a reproach to his feelings of humanity, have avoided the fair, just, and unimpassioned statement which produced the prosecution?

I believe I know the gallant captain well enough to observe, that what was said of the brave Crillon will be applicable to him—"that his services were not acknowledged by any reward, because his loyalty was considered too firm to be shaken by any neglect." But will this induce others to attempt either of two things so difficult of proof—namely, to justify an alleged libel, and prove a vessel un-seaworthy! The underwriters of Lloyd's shrunk from the task; those whose nearest and dearest relatives lost their lives in the vessel shrunk from it; the Government, with a Committee of the House of Commons, shrunk from it; but a humble individual, *refusing all compromise*, succeeded in establishing it, as the triumph of humanity.

Your very obedient servant,
A RED COAT.

* * A compilation of deep interest, by Mr. Joseph Adshead, of Manchester, comprising a circumstantial narrative of the loss of the *Rothsuy Castle*, from the personal evidence of the survivors, throws ample light on the state and management of that ill-fated vessel.—Ed.

Application of Steam to Engines of War.

London, April 10, 1833.

MR. EDITOR,—I am not aware whether, in considering the physical power of steam as applicable to military purposes, any of your Correspondents* have thought it worth while to inquire whether the inventions of locomotive engines, to run upon ordinary roads, can in any way be rendered applicable to offensive wars: and yet, when we consider the advantage arising from their commissariat, purely fuel and water, it would appear to be deserving of some consideration. Since "nothing is new under the sun," why may we not again see the day when, like Sisera, the general of Jabin, king of Syria, we shall carry into campaign nine hundred *Chariots of Iron*?

Let us consider the effect of a *Platoon of Locomotives* moving along a road against a closely-cemented column of the enemy. Its united muscular strength, if it could be applied, would not stop them. The column must be scattered or crushed; and if either work should be left unfinished, it is only necessary to turn the steam, and back they will come with equal force, to the utter destruction of everything that may attempt to oppose them. It is perfectly true that cannon could destroy the machinery, and so it will the wheels and limbers of guns, but this is deemed no valid reason against the employment of artillery.

Consider, again, the effect of their astounding noises upon cavalry—the power they could afford of advancing or retiring a range of armed block-houses (if we may so term that which is made of proof iron plates) for the protection of any weak point of the line, or to cover an attack, and many other purposes, which it is not my design to follow up in detail. Satisfied at having thrown out this very *very ingenious idea*, as I flatter myself you will consider it to be, and that, hereafter, you will secure to my initial letter that niche in the temple of fame which Bartolo Schwartz, Congreve, and other wholesale destroyers of their fellow-men, have already acquired by their inventions,

I am, Sir, your most obedient,

C.

* A suggestion to this effect, under the head of "*Steam Chariots of War*," has already appeared in the *United Service Journal* for January of the present year.—Ed.

Ten-Gun Brigs.

Falmouth, 17th April, 1833.

MR. EDITOR,—In perusing your Number for the current month, I was much struck at some strange and inconsistent remarks regarding the ten-gun brigs, embodied in a letter from Captain Thomas Ladd Peake, R.N., professing to be a reply to an article which appeared in the "Metropolitan Magazine" for March.

I fully expect many of Captain P.'s brother officers will take him up upon the defensive ground he has chosen for this particular class of vessels; with *that* I have nothing to do, and I should not, as an unprofessional person, have intruded myself at all upon your columns to answer any part of the document, but for the purpose of rescuing the memory of a lamented friend from the insinuation cast upon him, and the others who have been so unfortunate to command the missing ships, that as they possessed the good qualities of *sailing* and *safety*, their loss may be attributed to *want of skill in the commanders themselves*; this is a most ungenerous and cruel attack upon the memory of deserving men, which, though unsubstantiated, may be nevertheless painfully distressing, if seen by their relatives and friends; and comes with a remarkably ill grace from a gentleman, who in the following sentence but one of his letter, censures the writer in the "Metropolitan," as *base*, and *heartless*, and open to *disgust*, for stating that the late Board of Admiralty encouraged this particular class of vessels of war, as increasing their patronage, and reducing the number of claimants, from *their occasionally foundering*: here is a combination of consistency and charity, to be appreciated by naval officers! In this town, the connexions of most of the crews, belonging to the packets lost, reside, and no reports reflecting upon the capabilities of the commanders of the *Hearty*, *Redpole*, and *Ariel*, viz., Lieutenant Jewry, Mr. Bullocke, and Lieutenant Tegg, have ever been whispered: the last-mentioned officer I was *well* acquainted with, and having made a voyage with him as passenger, I am enabled to state that he was particularly *smart*, *active*, and *intelligent*, and considered in every branch of nautical science as a *competent sailor* and *navigator*: he had been a Lieutenant of the Tenedos frigate during the latter part of the American war, and must be well known to Captain Parker and others; moreover, he commanded a hired packet for six years, with great credit, before he took the *Ariel*. As much may no doubt be said of the other officers; and I cannot avoid remarking that this cold and heartless reflection to bolster up an argument conveys its own antidote, and is so little in keeping, that it might with equal justice be declared by Captain Peake, that the capture of the *Peacock* and other men-of-war by the Americans during the last war, was entirely to be attributed to the incapacity of the British commanders, instead of a superiority of force.

Captain Peake has chosen a most unfortunate time to revive the question regarding these calumniated vessels, as he terms them, it being too truly feared that another of them has foundered, the *Calypso*,—making with the *Hearty*, *Redpole*, *Ariel*, and *Recruit*, *five Packets*, (to say nothing of those employed as men-of-war,) missing, with all their crews and passengers, in a very few years. These are melancholy and awkward facts, and offer but poor encouragement for the continuance of that *particular class*, which, quoting the Captain's own words, though *far from perfect*, are declared by him in the same breath, the best vessel of their size for many years, and as such have been perpetuated.

I take leave to recommend the captain to be more charitable in future towards his gallant brethren, who stand deservedly high in public estimation; and although upon the constructive merits and qualities of the ships I do not anticipate he will set the question at rest for ever by *his* observations, notwithstanding the expectations upon that point, promulgated in the beginning of his letter, he may still advantageously exercise his talent and

calculations, (which may be considerable, for aught I know,) for the good of his country generally, and the service especially, by discussing the arguments *seriatim* with Captain Symonds, the present able and experienced Surveyor of the Navy.

I am, Sir, your obedient servant,
ROBERT R. BROAD, Merchant and Agent to Lloyd's.

Seconds in Duels.

MR. EDITOR.—I have been perfectly astonished, on reading "Suggestions for the Guidance of Seconds in Duels," in your Number 53, to see that your correspondent has omitted what, in my opinion, and, I should think, in the opinion of every humanely honourable man, should have been his first consideration,—viz., to endeavour, in the first instance, as far as in him lies, and consistently with the honour of his principal, to prevent the parties coming to actual conflict; and even should he conceive his own friend to be in the wrong, to induce him if possible to apologize.

Mr Editor, I have known seconds rather pride themselves on the éclat attending such situations: it is an honour *safely* and cheaply acquired. I mean this letter solely as a wholesome addition to the previous "Suggestions," which even your correspondent may not object to; as I have no doubt he will agree with me in thinking, that humanity and bravery are not the worse for being united.

April 18th, 1833.

Your very obedient Servant,
AN OLD MARINE.

Military Fund.

MR. EDITOR.—It gives me extreme satisfaction to find that the subject of a Military Fund for the relief of the widows and orphans of officers has not been allowed to rest, but has been advocated in your Number for this month, (February,) by Capt. Hamilton, in a manner reflecting on him the greatest honour as a man and an officer.

I cannot, for one moment, allow myself to think that, if *properly* undertaken, there could be much, if any, fear as to the ultimate complete success of a plan so praiseworthy as the establishment of a Fund such as the one proposed. The blessings of the "Fatherless and Widow" would hallow the attempt. It would seem that, in some quarters, there exist opinions unfavourable to the establishment of such a Fund: let those who entertain them express them fully, that they may be met fairly.

That the establishment of this Fund would be hailed with delight by the majority of the army, there can, I should think, I may say *hope*, be no doubt: let the attempt be made—give it a trial—and I have no fear for the result—but let it not sink for want of zealous advocates.

February 4th, 1833.

Your most obedient servant,
A FIELD OFFICER.

NOTICES TO READERS AND CORRESPONDENTS.

D. D. shall hear from us specially.

"Espeja" in our next;—we regret our inability to give him a place in our present Number.

To "Ratio" we offer a similar acknowledgment.

Commander I. H., we hope, next month.

E. C.'s (R.N.) request shall be complied with.

Mr. H. P.'s communication as early as possible.

Lieutenant J. E. (R.N.) shall hear from us direct.

Mr. T—B—ll, "An old Dragoon," "An old Soldier," H. T., H. P., H. W., M., E. S., P. B., &c., are unavoidably postponed.

EDITOR'S PORTFOLIO;

OR,

NAVAL AND MILITARY REGISTER.

AFFAIRS AT HOME AND ABROAD.

THE county and city of Kilkenny have been proclaimed by the Lord Lieutenant of IRELAND, under the provisions of the Disturbance Suppression Act. A General Order, of a determined yet temperate and conciliatory tenor, has been issued by the Commander of the Forces to the troops; and Sir Edward Blakeney, commanding the proclaimed district, in which an adequate force had been collected, further published a special address to the inhabitants, which has been attended with the best effects. In these precautionary measures, equal judgment and promptitude have been manifested by Sir Hussey Vivian and the officers employed.

The Court-Martial clause had not yet come into operation, but its apparatus has been completed by the appointment of twelve Lieutenant-Colonels, unconnected by birth with Ireland, to preside at those courts.

It is not improbable that these imposing preparations may have a salutary effect, and obviate an appeal to the utmost rigour of the law.

THE affairs of HOLLAND and BELGIUM assume a more embroiled and threatening aspect. The Dutch army along the frontier has been reinforced, and its positions strengthened, with a view to offensive or defensive movements. Some slight rencontres have taken place on the Scheldt.

THE FRENCH are said to be again concentrating troops towards the North, and watching the moment for a second march to the aid of their reluctant *protégés*, the BELGIANS.

From the East there is yet no certain intelligence as to the final issue of the negotiations between the PACHA and the PORTE, or of the forward march of Ibrahim. It is now certain, however, that the RUSSIANS are again in the ascendant; their fleet remaining anchored in the Bosphorus, and an army being in full march for its shores, to aid the Sultan, who has thrown himself upon the 'Zai's protection. Admiral Roussin, on the part of FRANCE, had attempted to intimidate the Pacha by misplaced gasconade, which MEHEMET ALI repelled with unexpected spirit and tact—turning the tables on the Frenchman by a Buonapartean flourish of trumpets. ENGLAND is still voiceless and weaponless in the contest.

IN PORTUGAL nothing decisive has yet taken place. Skirmishes occasionally occur at Oporto, but lead to no general result. The war, if war it be, spins on by the mere *vis inertiae* of the belligerents. It is

clear, however, that Don Pedro is in equally bad odour with his friends as with his enemies. Sartorius, whose crews had mutinied from privation of pay and provision, remained anchored with his ill-found squadron at the Bayonna Islands. Whatever steps this officer may adopt in such an emergency will have been dictated, we are convinced, by a thorough sense of honour and disinterested attachment to the cause he has thought proper to embrace.

The following letters from the theatre of war have just reached us :—

“Oporto, April 6th, 1833.

“*Difficile est satyram non scribere.*”

MR. EDITOR,—Though General Saldanha repulsed gallantly the attacks directed against his positions and intrenchments at Lordello and Pastelleiro, on the 4th and 24th of March, our situation is much the same since my last. It might have greatly improved, if General Solignac had supported General Saldanha on the 4th of March ; but either from jealousy, or, what is every day more apparent, from want of *coup d'œil*, he lost that day the most favourable opportunity to obtain a signal victory over the *Miguelites*. On the 24th, the Count of St. Lourenço and Sir John Campbell intending to assault again the redoubts of Lordello, in order to cut off our only communication with the sea, masked their movements by marching against a *redans* we had most untimely begun the night before on the height of Antas, and finding it defended by fifty men only, (for Generals Solignac had ordered the troops to go to church with him !) they drove our men back, and established themselves there. To dislodge the *Miguelites*, when the Emperor, Solignac, and Villa Flor arrived, it was necessary to sacrifice two hundred men, and some distinguished officers, as Major Sadler, Captain Wright, &c. &c. The consequence of General Solignac's devotion was, that while the main attacks of the enemy failed before Saldanha's firmness, Campbell succeeded on the right, on account of the negligence of the Emperor, and of his French staff. The behaviour of Dom Pedro, and his despicable ministers, towards Sartorius, is so extravagant and preposterous, that we are all at loss how to account for it. Many people are of opinion that Dom Pedro has provoked *on purpose* that untoward event, in order to get a pretext to betray the confidence we were fools enough to place in him—to betray our hopes and our efforts. A hundred and ten thousand bullets, and seven thousand bombs, have been thrown by the enemy against Oporto and its works : all this the people have suffered without complaining. About three hundred constitutional officers have been killed or wounded since the 10th of July last ; we have fought eleven times with all or the most part of Dom Miguel's troops ; and, perhaps, all these sacrifices will be lost by the faults, ignorance, perfidy, and treachery of Dom Pedro, his ministry, and his French, or half-French staff.

“I remain, Mr. Editor, your most obedient and grateful servant,

“PORTUENSE.”

“Porto, April 9th, 1833.

“Observing, Mr. Editor, that you have been so good as to admit the correspondence of one of my friends, I dare to forward you this letter, to justify the constitutional army in the sight of the British officers, if any unfortunate incident prevents us from realizing the expectations our expedition had given rise to.

“There was a time when the officers of the constitutional army at Oporto thought it was their duty to be silent, and to obey the orders of Don Pedro and his fatal ministry, without permitting themselves any observations upon the faults of that ill-advised prince and his council in the direction and command of the Portuguese expedition ;—they thought so, Mr. Editor, while it was possible to believe that the daily faults of Don Pedro were only the result of his inexperience, and of his blind partiality to men unworthy of his

confidence, and quite incapable of managing the public affairs in circumstances so difficult and delicate; but the behaviour of Don Pedro and his ministry towards Sartorius; his negligence in providing the means to keep the squadron always ready for service; the calling to his aid of a French general, *who proves to be much inferior to the Count of Villa Flor himself*; his reluctance to take the field when it was advisable, and his unwillingness to profit by the opportunities he has had to attack the enemy with success;—all these, and many other reasons, tend to prove to-day what was only suspected some months ago, viz., that Don Pedro—as soon as he saw he was not received in triumph by the Portuguese nation, as his favourites had promised him at Paris, flattering him with the prospect of becoming King of Portugal again—lost all his supposed energy, had no other view, no other plan, than to sacrifice the constitutional charter to the cabinet of Madrid, to become regent, and to capitulate without hazarding himself, if even that sacrifice was refused. Hence it came that he was determined to capitulate in the month of February, and he would have done so, were it not for General Saldanha's success on the 4th of March, and his endeavours to protect the landing of some provisions and ammunition some days before. Now the withdrawal of Sartorius, provoked by the insolence, negligence, and ignorance of the ministry, will be a pretext to realize the preconceived plan in the following manner:—Solignac will give time enough to the Miguelites to occupy and fortify the position of Luz; from that moment the landing of provisions, reinforcements, or any other supplies, will be hindered by the Miguelites, supported by some ships that will not fail to come out from Lisbon; then Solignac will enterprise a sortie, so ignorantly combined as that of the 24th of January, and in harmony with the miserable dispositions he gave the 24th of March last, going to chapel with the army when the enemy was at 200 toises from us! Solignac will be beaten, and then he will propose a capitulation.

This is the infamous plan of Don Pedro, and of the coward minions of his council. If you do not believe me, take notice of it, and events will soon prove whether I do speak truth or not. The army begins to suspect the treason; and God knows whether the traitors will have time enough to accomplish their design.

“A VOLUNTEER, A. M. S.”

SEA SERVICE OF HIS PRESENT MAJESTY.

H.M. Ships.	Rank.	Date.	Date.
Prince George ...	Able Seaman	14 June 1779	to 9 Jan. 1780
... ..	Midshipman	10 Jan. 1780	.. 3 Nov. 1782
Barfleur .....	... ..	4 Nov. 1782	.. 15 July 1783
Queen .....	... ..	16 July 1783	.. 16 June 1785
Hebe	Lieutenant	17 June 1785	.. 20 Mar. 1786
Pegasus .....	... ..	21 Mar. 1786	.. 14 April 1786
... ..	Captain	15 April 1786	.. 12 Mar. 1788
H.R.H. William Henry, Duke of Clarence was promoted to the rank of Rear-Admiral, 1790; Vice-Admiral in the same year; and Admiral in 1799.			
Andromeda .....	... ..	13 Mar. 1788	.. 3 July 1789
Valiant .....	... ..	12 May 1790	.. 27 Nov. 1790
Impregnable .....	... ..	19 April 1814	.. 29 April 1814
... ..	{ Commodore of the Fleet.... }		17 May 1814 .. 11 June 1814
... ..	... ..	18 June 1814	.. 28 June 1814

STATIONS OF THE BRITISH ARMY.

[Where two places are mentioned, the last-named is that at which the Reserve Companies of the Regiment are stationed.]

- 1st Life-guards—Regent's Park.
 2d ditto—Hyde Park.
 Royal Horse-guards—Windsor.
 1st Dragoon-guards—Nottingham.
 2d ditto—Edinburgh.
 3d do.—Birmingham.
 4th do.—Cahir.
 5th do.—Newbridge.
 6th do.—Dundalk.
 7th do.—Ballinacollig.
 1st Dragoons—Dorchester.
 2d do.—York.
 3d do.—Ipswich.
 4th do.—Bombay.
 6th do.—Edinburgh.
 7th Hussars—Glasgow.
 8th do.—Gloucester.
 9th Lancers—Longford.
 10th Hussars—Newbridge.
 11th Light Dragoons—Bengal.
 12th Lancers—Dublin.
 13th Light Dragoons—Madras.
 14th do.—Dublin.
 15th Hussars—Dublin.
 16th Lancers—Bengal.
 17th do.—Hounslow.
 Grenadier Guards [1st batt.]—Westminster.
 Do. [2d battalion]—Knightsbridge.
 Do. [3d battalion]—Windsor.
 Coldstream Guards [1st batt.]—King's Mews.
 Do. [2d battalion]—Dublin.
 Scotch Fusilier Guards [1st battalion]—The Tower.
 Do. [2d battalion]—Portman-street.
 1st Foot [1st battalion]—St. Lucia; Paisley.
 Do. [2d battalion]—Glasgow.
 2d do.—Bombay; Chatham.
 3d do.—Bengal; Chatham.
 4th do.—New South Wales; Chatham.
 5th do.—Gibraltar; Nenagh.
 6th do.—Bombay; Chatham.
 7th do.—Malta; Portsmouth.
 8th do.—Bermuda; Stockport.
 9th do.—Mauritius; Fermoy.
 10th do.—Corfu; Fermoy.
 11th do.—Zante; Brecon.
 12th do.—Gibraltar; Portsmouth.
 13th do.—Bengal; Chatham.
 14th do.—Athlone.
 15th do.—Montreal; Carlisle.
 16th do.—Bengal; Chatham.
 17th do.—New South Wales; Chatham.
 18th do.—Haydock Lodge.
 19th do.—Trinidad; Sunderland.
 20th do.—Bombay; Chatham.
 21st do.—Chatham.
 22d do.—Jamaica; Plymouth.
 23d do.—Gibraltar; Clonmel.
 24th do.—Quebec; Newcastle-on-Tyne.
 25th do.—Demerara; Greenlaw.
 26th do.—Bengal; Chatham.
 27th do.—Castlebar.
 28th do.—Cork.
 29th do.—Mauritius; Cork.
 30th do.—Londonderry.
 31st do.—Bengal; Chatham.
 32d do.—Quebec; Limerick.
 33d do.—Weedon.
 34th do.—New Brunswick; Boyle.
 35th do.—Blackburn.
 36th do.—Antigua; Cork.
 37th do.—Jamaica; Limerick.
 38th do.—Bengal; Chatham.
 39th do.—Madras; Chatham.
 40th do.—Bombay; Chatham.
 41st Foot—Madras; Chatham.
 42d do.—Malta; Berwick.
 43rd do.—Castle Comer.
 44th do.—Bengal; Chatham.
 45th do.—Madras; Chatham.
 46th do.—At Sea; Chatham.
 47th do.—Newry.
 48th do.—Madras; Chatham.
 49th do.—Bengal; Chatham.
 50th do.—Birr.
 51st do.—Vigo; Portsmouth.
 52d do.—Dublin.
 53d do.—Gibraltar; Hull.
 54th do.—Madras; Chatham.
 55th do.—Madras; Chatham.
 56th do.—Jamaica; Kinsale.
 57th do.—Madras; Chatham.
 58th do.—Ceylon; Buttavant.
 59th do.—Enniskillen.
 60th do.—[1st battalion]—Gibraltar; Naas.
 Do. [2d battalion]—Templemore.
 61st do.—Ceylon; Cork.
 62d do.—Madras; Chatham.
 63d do.—New South Wales; Chatham.
 64th do.—Clare Castle.
 65th do.—Berbice; Kinsale.
 66th do.—Kingston, U.C.; Wexford.
 67th do.—Barbadoes; Galway.
 68th do.—Dublin.
 69th do.—St. Vincent; Kinsale.
 70th do.—Waterford.
 71st do.—Bermuda; Dundee.
 72d do.—Cape of Good Hope; Aberdeen.
 73d do.—Malta; Jersey.
 74th do.—Kilkenny.
 75th do.—Cape of Good Hope; Bristol.
 76th do.—Buttevant.
 77th do.—Jamaica; Ardee.
 78th do.—Ceylon; Stirling Castle.
 79th do.—York; Upper Canada; Perth.
 80th do.—Belfast.
 81st do.—Templemore.
 82d do.—Edinburgh.
 83rd do.—Limerick.
 84th do.—Jamaica; Gosport.
 85th do.—Manchester.
 86th do.—Antigua; Portsmouth.
 87th do.—Mauritius; Devonport.
 88th do.—Corfu; Chatham.
 89th do.—Devonport.
 90th do.—Dublin.
 91st do.—Mullingar.
 92d do.—Fermoy.
 93d do.—Barbadoes; Fort George.
 94th do.—Malta; Gosport.
 95th do.—Corfu; Guernsey.
 96th do.—Halifax, N.S.; Sheerness.
 97th do.—Ceylon; Fermoy.
 98th do.—Cape of Good Hope; Devonport.
 99th do.—Mauritius; Drogheda.
 Rifle Brigade [1st battalion]—Halifax, N.S.; Chatham.
 Do. [2d battalion]—Corfu; Dover.
 Royal Staff Corps—Hythe.
- COLONIAL CORPS.
- 1st West India Regiment—Trinidad.
 2d do.—Bahamas.
 Ceylon Rifle Regiment—Ceylon.
 Cape Mounted Riflemen—Cape of Good Hope.
 Royal African Colonial Corps—Sierra Leone.
 Royal Newfoundland and Veteran Companies—Newfoundland.
 Royal Malta Fencibles—Malta.

A Court-Martial, of which Admiral Sir Manly Dixon, K.C.B., was president, and Capt. Curry, C.B., Capt. Ross, C.B., Commanders Oliver and Austin, were members, assembled on Thursday, the 7th of March, on board his Majesty's ship *San Josef*, at Plymouth, for the trial of Lieut. C. J. Fox Campbell, of H.M.S. *Comus*, 18, on the following charge preferred by his commanding officer, Commander Wm. Price Hamilton: For having, on the 27th of February ulto. disobeyed the orders of Lieut. Thomas Peter Dobree, his superior officer, in not returning on board to his leave, he being on shore when he was aware of the sloop going out of harbour.

The Court, upon the evidence of Lieut. Dobree, and the master, Mr. King, found the prisoner guilty, and adjudged that he should be severely reprimanded.

A Court Martial was held on Thursday, 18th April, on board H.M.S. *Victory*, in Portsmouth harbour,—President, Sir F. Lewis Maitland, K.C.B. Rear-Adm of the Blue; Members, Capt. Nicholas Lockyer, C.B. of H.M.S. *Stag*; Capt. Edw. Richd. Williams, of H.M.S. *Victory*; Capt. Henry Eden, of H.M.S. *Conway*; and Capt. Thomas Hastings, of H.M.S. *Excellent*,—to inquire into the cause and circumstances of H.M.S. *Larne* taking the ground on the Goodwin Sands on the 4th of April, and to try Commander Sidney Smith for his conduct on that occasion, and also for neglecting and disobeying the first article of his instructions, under the head of "Pilotage," as set forth in the general printed instructions, page 91.

The following is the article on pilotage alluded to:—

"5. *Pilotage*.—On all occasions when a ship is in pilot water, or in the neighbourhood of the land, of rocks, or of shoals, the Captain is to take particular care that the hand-lead be kept constantly going, whether the pilot or the master think this precaution necessary or not; and if it shall appear that a ship has been got into danger of running ashore, or has been wrecked by a neglect of this precaution, the Captain will be held responsible for it."

After the evidence and defence were closed, the following sentence was delivered: The Court is of opinion, that, in shaping the course for the Downs, the pilot had not made sufficient allowance for the strength of the tide, in consequence of which, and also of the thickness of the weather, H.M. sloop *Larne* took the ground at 45 min. past 12 at noon, on the 4th of April inst. at the back of the Goodwin Sands, and remained there till 30 min. past ten in the evening of the same day. The Court, however, is satisfied that every exertion had been made on the part of Commander Smith and the officers and ship's company of H.M. sloop *Larne*, in laying out the anchors and getting the ship off the sand, and in taking measures for her preservation: The Court is further of opinion, that Commander Wm. Sidney Smith did, on the said 4th day of April inst. neglect and disobey the first article of his instructions, under the head of Pilotage, as set forth in the general printed instructions; but in consequence of the high testimonials given of Commander Smith's conduct as an officer, in navigating H.M. sloop *Larne* with great judgment during the late winter, and in difficult navigation, the Court doth only adjudge the said Commander Wm. Sidney Smith, for such neglect and disobedience, to be reprimanded and admonished to be more strictly attentive in future to the first article of the printed instructions under the head of Pilotage.

GENERAL ORDERS, CIRCULARS, &c. &c.

ARMY.

GENERAL INSTRUCTIONS TO THE MILITARY.—ADJUTANT-GENERAL'S OFFICE.

"GENERAL ORDER.

"Dublin, 11th April, 1833.

"1. In the discharge of the important duties they may be required to perform in the county of Kilkenny, the Lieutenant-General commanding the army in Ireland calls on the officers, non-commissioned officers, and soldiers to exercise the utmost possible caution; and whilst by their exertions in aid of the civil authorities they mark their determination to use their best endeavours to prevent outrage and restore order, he has no doubt that they will, by their good conduct and kindness towards the inhabitants, obtain their confidence and conciliate their good-will.

"2. Officers having the commission of the peace must, above all things, be most careful to confine themselves strictly within the powers conferred on them by law.

"3. All those acting as magistrates, and all others in command of detachments, will take every pains to acquire a knowledge of the dangerous characters resident in the vicinity of their quarters, and, in conjunction with the police, to apprehend such as are charged with crime, or who, being suspected of it, are found transgressing the law by being absent from their houses between the hours when such absence is illegal; in order to effect this, patrols of police and military combined should frequently be made at different times of the night, and with the utmost secrecy.

"4. Force will never be used when the object can be otherwise obtained; but against those who resist the law the troops will do their duty.

"By command of the Lieutenant-General commanding,

"GEORGE D'AGUILAR,

"Deputy-Adjutant-General."

War-Office, Feb. 15, 1833.

SIR,—I have the honour to transmit herewith five copies of his Majesty's warrant of the 7th February, 1833, regulating the amount of pension, allowance, or relief, to be granted to soldiers enlisted after the 1st of March, 1833, upon their discharge as wounded, disabled, invalided, and disbanded or reduced; and I have to request that you will take the utmost care that the recruits may be fully informed of the terms under which they enter his Majesty's service.

I have the honour to be, &c.,

Officer commanding — Regiment of

JOHN HOBHOUSE.

WARRANT REGULATING THE GRANT OF PENSION, ALLOWANCE, AND RELIEF TO SOLDIERS, ON THEIR DISCHARGE FROM THE ARMY.

Dated 7th February, 1833.

WILLIAM R.—WHEREAS we have judged it expedient to revise the Warrant of our late Royal Brother, dated the 14th day of November, 1829, for granting Pensions, Allowances, and Relief to Soldiers on their discharge from our Army as wounded, disabled, or invalided, and disbanded or reduced; Our will and pleasure therefore is, that this our Warrant shall be established and obeyed as our sole authority under which Pensions, Allowances, and Relief, may be granted to Discharged Soldiers who shall be enlisted into our Service after the First day of March, 1833, but that all Non-Commissioned Officers and Soldiers enlisted previously to that day shall, as regards their claim to Pension on Discharge, remain entitled to every benefit or provision which they can at present claim under any Warrants or Regulations which were in force at the time of their original enlistment.

A Soldier enlisted for unlimited Service cannot demand his Discharge as a *matter of right*, either with or without a Pension; but Discharge may be granted—
1. On account of incapacity for further Service. 2. In consequence of reduction of the Military Establishment. 3. As an indulgence, upon certain conditions.

The Commissioners of Chelsea Hospital are charged with the application of those Rules which are to govern the ordinary grants of Pension, the amount of which shall in no case exceed the rates fixed by this Warrant; and, when once granted, the amount cannot be increased by the Commissioners. But the Commissioners shall not, without the concurrence of the Secretary at War, act upon any discharge which shall not have been completed according to the form prescribed by the Secretary at War; nor upon such discharge unless it be brought before them within six months after the date on which the soldier shall have quitted the service.

Such special deviations from those general rules as are hereinafter expressed, or as may appear advisable to his Majesty, will be made by the Secretary at War, with whom alone it rests to interpret the true intent and meaning of any passage in the Warrant or Regulations on which a doubt may arise.

The pecuniary benefits attaching under this warrant to cases of disability, are expressly and strictly to be limited to disability caused in and by the service, and pensions are not to be bestowed upon those who have not acquired strong claims to them; or who, by want of proper care, or by vice, intemperance, or other misconduct, have rendered themselves incapable of further service.

In exercising any discretion within the range of the allowances prescribed by this warrant, the points to be kept steadily in view are, the gallant conduct and good character of the soldier, the length of his good and faithful services, the extent of that disability which can fairly be ascribed to the effect of service only, and the degree to which it interferes with his power of earning a livelihood.

PERMANENT PENSIONS.

Wounds in Action.—Permanent pensions may be granted to men discharged in consequence of being rendered incapable of further service by wounds or injuries received in action, according to the following scale:—

First Degree.—Men able to contribute towards earning a livelihood, although rendered by wounds unfit for the ordinary duties of a soldier:—private, from 6d. to 9d.; corporal, from 9d. to 1s.; serjeant, from 1s. to 1s. 6d.

Second Degree.—Men rendered incapable by wounds of earning a livelihood, but not requiring the aid of another person:—private, 1s.; corporal, 1s. 4d.; serjeant, 1s. 10d.

Third Degree.—Men losing two limbs or both eyes, from wounds, or being so severely wounded as to be totally incapable of earning a livelihood, and to require the assistance and care of some other person:—private, from 1s. 6d. to 2s.; corporal, from 1s. 10d. to 2s. 4d.; serjeant, from 2s. 6d. to 3s.

In cases of extreme suffering from wounds received in action by non-commissioned officers or soldiers of long service, or of gallant conduct in the field, a sum not exceeding *sixpence* a day may be granted, at the recommendation of the Commander-in-Chief, by the Commissioners, with the consent of the Secretary at War, as his Majesty's royal bounty, in addition to the pension which may have been awarded by the Commissioners of Chelsea Hospital.

Blindness.—Permanent pensions may be granted to men who shall become totally blind from unavoidable causes, other than wounds, but clearly attributable to the military service alone, according to the following scale:—

Private, from 9d. to 1s.

Corporal, having served seven years as such, from 1s. to 1s. 3d.

Serjeants, having served as a non-commissioned officer ten years, and not less than five years as a serjeant, from 1s. 3d. to 1s. 10d.

If the soldier shall have served more than fourteen years in the infantry, or more than seventeen years in the cavalry, and be discharged with a constitution impaired by the effects of colonial service, besides being afflicted with total blindness, an increase to the above rates, not exceeding for a private three-pence a day, and for a non-commissioned officer four-pence a day, may be added by the Commissioners with the consent of the Secretary at War.

No soldier shall be discharged for the loss of an eye only, whether it be the right or the left; but if a soldier shall have lost one eye by a wound in action, or by the effects of service, and shall receive other wounds or injuries in action, or be otherwise so disabled as to render his discharge necessary, the loss of an eye may be taken into consideration in fixing the pension at such a rate as his combined wounds or disabilities may entitle him to receive.

Men unfit for the ordinary duties of a Soldier, after twenty-one years' in the Infantry, or twenty-four years' service in the Cavalry.—Permanent pensions, according to the following scale, may be granted to men who, having completed twenty-one years' actual service in the infantry, or twenty-four years' in the cavalry, may be discharged in consequence of being rendered unfit for the ordinary duties of a soldier, by disabilities contracted in and by the service:—

Private, from 6d. to 1s.

Corporal, who shall have served continuously as corporal five years immediately preceding his discharge, from 8d. to 1s. 2d.

Serjeant, colour serjeant, troop serjeant major, who shall have served continuously as a non-commissioned officer five years, of which the three years immediately preceding his discharge shall have been as serjeant, from 10d. to 1s. 4d.

Ditto, who shall have served continuously as serjeant five years immediately preceding his discharge, from 1s. to 1s. 6d.

[The increase from the minimum shall be, in each case, 1d. a day for every year of actual service completed beyond 21 years in the infantry, or 24 years in the cavalry; but in no case shall the maximum be exceeded.]

Quartermaster serjeant, serjeant major, who shall have served continuously as such three years immediately preceding his discharge. An addition to the pension to which he would have been entitled, as a serjeant, of 3d. a day for a quartermaster serjeant, and of 6d. a day for a serjeant major.

Men unfit to earn a livelihood after twenty-one years' service in the Infantry, or twenty-four years' in the Cavalry.—If a man be discharged, not only as unfit for the ordinary duties of a soldier, after the above periods of service, but on account of permanent disabilities or injuries contracted in and by the service, so as to be

permanently incapable of earning a sufficient livelihood, an increase to the above rates not exceeding for a private 3d., corporal 4d., serjeant 6d. a day, may be made by the Commissioners with the consent of the Secretary at War; but the pension of a private shall in no case exceed 1s. a day; of a corporal, 1s. 4d.; of a serjeant, 1s. 10d.; of a quartermaster serjeant, 2s. 1d.; and of a serjeant major, 2s. 4d. a day.

Men unfit to earn a livelihood, under twenty-one years' service in the Infantry, or twenty-four years' in the Cavalry.—Permanent Pensions may also be granted to men discharged on account of disabilities or injuries contracted in and by the service, which shall be so permanently prejudicial to their bodily exertions as to render them incapable of earning a sufficient livelihood; according to the following scale:—

After fourteen, and under twenty-one years' service in the infantry, or after seventeen, and under twenty-four years' service in the cavalry:—

Private, from 6d. to 8d.; corporal, having served seven years as corporal, 7d. to 9d.; serjeant, having served five years as serjeant, 9d. to 1s.

These cases are, however, to be deemed special, and the pension is not to be granted by the Commissioners without the consent of the Secretary at War.

The temporary pensions which may have been awarded by the Commissioners of Chelsea Hospital, under a subsequent clause of this warrant, to men discharged as unfit for the ordinary duties of a soldier on account of disabilities contracted in and by the service previously to the completion of fourteen years' service in the infantry, or of seventeen years in the cavalry, may, under extraordinary circumstances of extreme suffering, or of permanent incapacity to earn a sufficient livelihood, be made permanent on the recommendation of the Commissioners of Chelsea Hospital, by the Secretary at War.

Permanent Pension on Reduction.—Permanent pensions may be allowed to men discharged without disability, in consequence of the reduction or disbandment of their regiments, after a service of twenty-one years in the infantry or of twenty-four years in the cavalry: but the rates shall, in every case, be within those granted by this warrant to men discharged as unfit for the ordinary duties of a soldier, and shall be proportioned to the length of the man's service, and his merits as a soldier.

Permanent Pension as an Indulgence.—Soldiers of good character, who have served twenty-five years in the infantry, or twenty-eight in the cavalry, may, although not unfit for service, obtain, at their own request, their discharge and a permanent pension, not in any case to exceed, for a private, 6d. a day, for a corporal, 8d. a day, and for a serjeant, 10d. a day.

TEMPORARY PENSIONS, OR GRATUITIES IN LIEU THEREOF.

Men unfit for the ordinary duties of a Soldier, under twenty-one years' service in the Infantry, or twenty-four years in the Cavalry.—Men discharged previously to the completion of twenty-one years' service in the infantry, or of twenty-four years' service in the cavalry, on account of their being unfit for the ordinary duties of a soldier, in consequence of disability contracted in and by the service, may be allowed temporary pensions according to the following scale, viz.—

Under seven years' service, 6d. a day from one to eighteen months.

Above seven, but under ten years' service, 6d. a day from one to two years.

Above ten, but under fourteen years' service in the infantry, or under seventeen years in the cavalry, 6d. a day from two to three years.

Above fourteen, but under twenty-one years' service in the infantry, and above seventeen, but under twenty-four years in the cavalry, 6d. a day from three to five years.

A non-commissioned officer, who shall have served continuously at least three years in the rank he held when discharged, may be allowed an addition not exceeding, for a corporal 2d. a day, and for a serjeant 4d. a day, to the temporary pension which would have been granted to him if he had been discharged as private.

In severe cases of disability or injury resulting entirely from military duty, or from the effects of climate, under twenty-one years' service in the infantry, or under twenty-four years' service in the cavalry, the temporary pension may be renewed by the Secretary at War for such further period as the special circumstances of the case may in his judgment warrant.

In special cases, where it may be considered more advantageous to the soldier's interests that a gratuity in money, proportioned to the length of his service, and the duration of the temporary pension awarded, should be given instead of

the temporary pension, a sum varying from 1% to 30% may be allowed by the Commissioners, if the soldier appear personally before them, or by the Secretary at War, if the soldier be discharged without being examined personally by the Commissioners; but in every instance the gratuity shall be paid to the soldier, only after his arrival at the place of his intended future residence.

Temporary Pension on Reduction.—Temporary Pensions, or the gratuities in lieu thereof, according to the foregoing scales, may also be granted at the discretion of the Commissioners to men discharged, without disability, for the convenience of the public service, in consequence of the reduction or disbandment of their regiments, after a service of fourteen but under twenty-one years in the infantry, of after seventeen but under twenty-four years' service in the cavalry.

DISCHARGES BY INDULGENCE.

Soldiers of good character may be allowed to purchase discharge, or to obtain free discharge at their own request, if they have served the requisite period; but the number of men to be annually discharged, and the selection of the individuals, shall be governed by such instructions as the Commander-in-Chief, with the concurrence of the Secretary at War, may from time to time give for extending or limiting the numbers, or for wholly suspending the permission.

In all cases of free discharge, a period of not less than thirty days, for the purpose of giving the soldier a sufficient time for deliberation, shall elapse between the soldier's application and the commanding officer's consent to recommend the discharge; and the prospect of permanent pension, which the soldier will forfeit by accepting a free discharge at his own request, shall be clearly explained to him.

Soldiers may be permitted to purchase or to obtain discharge, at their own request, upon the following terms:—

	Cav.	Inf.		Cav.	Inf.
Under 7 years upon payment of	£30	£20	Above 14	12	5
Above 7	25	28	15	6	free
10	21	15	16	free	free
12	15	10			

When it is the intention of a soldier, who has been permitted to obtain a free discharge at his own request, to settle in any of his Majesty's colonies, he may, if in good health, be allowed in furtherance of that object, by the Secretary at War, a gratuity proportioned to the length of his services, according to the following scale; but this gratuity shall be paid to him only in the colony in which he proposes to settle, and in such manner and at such times, but within eighteen months after his arrival, as shall be deemed best for his interests by the general officer in command of the station, or by the governor of the colony; but the permission to settle in the colonies will of course be governed by the instructions of the Secretary of State for the Colonies:—

Cavalry. Years.	Infantry. Years.	To a Private.	To a Corpor.	To a Serg.
After 21	After 18	£10	£15	£20
22	19	12	18	24
23	20	14	20	18
24	21	16	24	32
25	22	18	27	36
26	23	20	30	40
27	24	24	36	48

provided that, in the case of the corporal or serjeant, he shall have served continuously five years immediately preceding his discharge in the rank he held when discharged.

Where grants of land in the colonies can be made in addition to free discharges, the precise terms of the grant, and the most advantageous mode of paying the gratuity, shall be clearly explained to the soldier before he receives his discharge, and shall be registered in the regimental records. When a soldier, who has received a free discharge, with or without a gratuity, has been settled three months, and is actually residing on his grant, and is industriously employed in clearing it, the governor, under authority from the Secretary at War, may authorize the issue of a quarter's pension at 6d. a day, and may from time to time renew such issue for a period not exceeding in the whole one year.

REWARDS FOR MERITORIOUS CONDUCT.

With the view of rewarding meritorious soldiers when discharged, and of encouraging good conduct in others while serving, his Majesty has been pleased to direct that a gratuity, in addition to the pension, may, in certain cases, be given to one serjeant or corporal, and one private annually, in every regiment of an establishment of 700 rank and file and upwards; and in regiments of a lower establishment than 700 rank and file, one individual may be recommended every year for the above-mentioned gratuity, to be selected by alternate years; that is to say, one year a serjeant or corporal, the next year a private.

The men to be recommended, must have completed twenty-one years of actual service in the infantry, or twenty-four in the cavalry; have never been convicted by court-martial; and must have borne an irreproachable character, or have particularly distinguished themselves in the service. The serjeants must have served ten years, and the corporals seven years, in their respective ranks as non-commissioned officers, and must have been discharged as such.

The gratuity to the serjeant shall be 5*l.*; corporal, 7*l.*; private, 5*l.*

These gratuities will be paid under the directions of the Secretary at War, to whom the Commander-in-Chief will notify the individuals selected, previously to their discharge; the names and services of the individuals receiving the gratuity shall be published in regimental orders, and the Secretary at War will notify them to the parishes to which the men belong.

Discharged soldiers, receiving the gratuity for meritorious conduct, shall be entitled to wear a silver medal, having on one side of it the words "For long Service and good Conduct," and on the other side, in relief, the King's Arms, with the name and rank of the soldier, and the year of his discharge, inscribed on the medal. The medal will be transmitted by the Adjutant-General to the officer commanding the regiment, who will deliver it to the soldier on the parade, with the parchment certificate of discharge, on which the grant will be recorded, as well as in the regimental orders, and in the register of soldiers' services.

If circumstances should prevent the discharged soldier from receiving the medal at the regiment, it will be delivered to him through the Adjutant-General at the Board of the Commissioners of Chelsea Hospital.

GENERAL PROVISIONS.

Medical Examination of Soldiers claiming Pensions for Disability.—In no case shall a soldier be pensioned for disability until his case shall have been reported upon by some other medical authority than the medical officers of the regiment to which he belongs; and the principal medical officer or staff-surgeon, who has had under treatment, at the general hospital, the soldier who is required to appear personally before the Commissioners of Chelsea Hospital, or before the Governors of Kilmainham Hospital, will attend on the day appointed by the Commissioners to hold a board at Chelsea or Kilmainham, with an abstract of his professional observations on the man's case, when the Board will decide upon the soldier's claim to pension.

Personal appearance before Chelsea Board dispensed with in certain cases.—Soldiers who obtain permission to be discharged to pension at their own request for length of service and good conduct, and soldiers discharged as being disabled, if they have completed twenty-one years' service in the infantry, or twenty-four years' service in the cavalry, may be admitted on the out-pension list, without appearing personally before the Commissioners of Chelsea Hospital, provided that the reports of the regimental boards and the discharges shall be transmitted through the Commander-in-Chief to the Secretary at War, who will signify to the Commissioners his Majesty's pleasure for the pensioning of such soldiers without their appearing personally before the board, at such rate of pension as the Commissioners may determine; but no soldier shall be pensioned by the Commissioners without personal appearance, except under such dispensing authority conveyed to them by the Secretary at War.

Proceedings of Commissioners to be reported to the Secretary at War.—Immediately after each Board at Chelsea Hospital, a return shall be forwarded by the Commissioners to the Secretary at War, showing in detail the pensions which have been granted, and the claims which have been refused, at the Board. The Secretary at War, on receiving the return, shall make such communications on the subject to the commanding officers of the regiments from which the men shall have been discharged, and to the parishes to which the men belong, as may in his judgment seem proper.

Rules for reckoning Service towards Pension.—The date of attestation shall be the commencement of a soldier's service, which shall reckon towards pension from the age

of eighteen only. The age specified in the attestation shall be taken to be the real age, and he shall in no case benefit by the subsequent discovery of any misrepresentation. His service shall be reckoned according to the rules applicable to the corps in which he may be serving when discharged.

But he shall not reckon as military service any previous service in his Majesty's navy, nor any period during which he shall not be entitled to pay, according to the provisions of the Mutiny Act.

Service of Non-commissioned Officers.—No non-commissioned officer shall, on his discharge, have any claim to the allowance or pension awarded to a corporal or serjeant, except for continuous service immediately preceding his discharge in the rank he held when discharged; but if a serjeant shall be discharged without having served continuously as serjeant the full period prescribed by this warrant to entitle him to the pension of that rank, he may be allowed to reckon as corporal's service the whole of his continuous service as a non-commissioned officer to entitle him to the rate of pension allowed to the rank of corporal; and antecedent service as a non-commissioned officer in a rank from which he may have been reduced, may be specially admitted to reckon as part of his continuous service, provided it be established to the satisfaction of the Secretary at War, that such reduction in rank was on account of the public service, and did not result from any irregularity or misconduct on the part of the soldier himself.

The period during which any soldier may have been employed as an acting lance-serjeant or corporal, shall not be allowed to reckon as non-commissioned officer's service.

Discharged Men re-enlisting.—A soldier discharged on the disbandment or reduction of his corps, shall on being permitted to re-enlist within three years, reckon his former service, provided that at the time of being attested he shall declare his former period of service, and the cause of his discharge from his last corps, so that they may be recorded in his attestation.

A soldier who has purchased his discharge, or has received a free discharge at his own request, shall not, if he re-enlist, reckon his former service.

A soldier discharged from the army for disability, or for any other cause, who shall on re-enlisting conceal the fact or misrepresent the cause of his former discharge, shall not be allowed to reckon his past service, or to receive any pension if again discharged for disability?

A pensioner who shall, under a proclamation of his Majesty, or other lawful authority, be called upon to serve in a veteran battalion or company, or to be attached to a regiment of the line, within the United Kingdom, shall, on his discharge, reckon such service towards increase of pension, provided the period be not less than one year.

A pensioner who voluntarily enlists into a veteran company or battalion, or who is appointed to be a district, or barrack, or garrison serjeant, or a military clerk, or hospital steward, or who is employed in any other military capacity, shall not be entitled to reckon such service towards increase of pension; but if such pensioner shall have served ten years or more in a veteran company or battalion, or as district serjeant, and shall be discharged therefrom with a good character, or even if he shall have served less than ten years, and shall be discharged under circumstances entitling him to special consideration as a deserving soldier, an increase of pension may be granted to him, not exceeding in any case the rates allowed by this warrant to men discharged as unfit for the ordinary duties of a soldier, upon his Majesty's pleasure to that effect being signified to the Commissioners of Chelsea Hospital by the Secretary at War.

Forfeiture of Pension.—A soldier forfeits all claim to pension who has been convicted by a court-martial—

Of the crime of desertion.

Of having wilfully maimed himself; or of having tampered with his eyes, or caused a total or partial loss of sight by his vice, intemperance, or other misconduct.

Of having made or of being privy to the making of any false entry, or of producing any fraudulent document, either as regards his own services, or those of any other person—and

Upon conviction by a court-martial, or by a civil tribunal, of any vicious or disgraceful conduct.

If in either of the above cases the soldier shall, subsequently to such conviction by court martial, have performed good, faithful, or gallant service, he may, on the same being duly certified by the Commander-in-Chief, be restored to the benefit of

the whole or of any part of his service, upon his Majesty's pleasure to that effect being signified by the Secretary at War.

Non-commissioned officers and soldiers, who have forfeited their claims to pension in consequence of misconduct, shall have their names, and the circumstances under which their pensions were forfeited, published in the orderly-book of the regiment to which they belonged, and a memorandum of the circumstances may, at the discretion of the Secretary at War, be sent to the parishes to which they belong when the men are discharged.

A pensioner shall be subject to forfeiture of pension under the following circumstances:—

For wilfully obtaining credit for more than his actual service, by means of false entries, alterations, or erasure in regimental books or documents, or by any misrepresentation of his real claims.

For the commission of any felonious act, or gross fraud, proved to the satisfaction of the Commissioners.

For not appearing when called upon, according to the regulations and conditions of the service, by the Commissioners of Chelsea Hospital, or other lawful authority, to serve in a veteran or garrison battalion or company, or in a regiment of the line, within the limits of the United Kingdom, or for refusing so to serve when required.

For neglecting to obey the call of the magistrates, or other sufficient authority, to assist in preserving the public peace.

For gross violence or outrage towards any person paying the pensioners.

For assuming a false name when committed or imprisoned by the magistrates on any charge of vagrancy, or of any misdemeanor or crime.

Upon conviction by a civil tribunal for felony, or for any vicious or disgraceful conduct.

But the Commissioners of Chelsea Hospital, with the consent of the Secretary at War, may, in certain cases appearing to them to admit of such an act of grace, restore the pensioner, who has so forfeited his pension, to the whole or to a portion of his original rate of pension.

Any pensioner who neglects to draw his pension for four successive quarters, shall be struck off the pension-list, and shall not be replaced unless he shall satisfactorily account for such omission; and the Commissioners shall, at their discretion grant or withhold the arrears, or any portion thereof.

If a pensioner shall apply to any parish for relief for himself or family, or shall suffer his family to become chargeable to the parish, his pension will become payable to the parish officers, according to the provisions of the acts of Parliament, 59 Geo. III. c. 12., and 6 Geo. IV. c. 27.

A pensioner, on his admission to Chelsea or Kilmainham Hospitals as an in-pensioner, forfeits, in conformity with the act 7 Geo. IV. c. 16, all claim to the out-pension; but the Commissioners of Chelsea and Governors of Kilmainham Hospitals may, upon reasonable cause assigned to them, permit any in-pensioner to retire from the said hospitals, and may also dismiss any in-pensioner who has been guilty of misconduct; reserving to themselves the power of restoring or of reducing the amount of the pension to which such pensioner was entitled on his admission.

Deductions to which the Pensioner is liable—Every pension granted under the authority of this warrant shall be subject to a deduction of sixpence in the pound.

No person employed to pay the pensioners shall be allowed to charge more than threepence for the affidavit required to be transmitted quarterly to the Secretary to the board at Chelsea Hospital; and no agent or clerk paying the pensioners shall demand or take from them any fee or reward without subjecting himself to the penalty of forfeiting his office, together with the sum of 100*l.* in conformity with the act 7 Geo. IV. c. 16.

Should a pensioner lose his instructions, and make an application for a fresh copy, he may be supplied therewith on making an affidavit of the circumstances under which the original was lost, and provided it shall be shown that the same had not been pledged or improperly disposed of; but if the pensioner be proved to have taken a false oath, he shall be struck off the pension-list. When new instructions are given, he shall be liable to pay for them a sum not exceeding two shillings and sixpence, nor less than one shilling.

Given at our Court at St. James's, this seventh day of February 1833, in the third year of our reign.

By his Majesty's command,

JOHN HOBHOUSE.

NAVAL REGULATIONS.

By the Commissioners for Executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c.

Whereas by the 12th article, page 134, of the Naval Instructions, it is directed that a warrant officer, on obtaining a certificate from the Captain of his accounts being clear, shall be entitled to draw his pay for the half year by bill on the back of such certificate; and whereas, by Act 11, Geo. IV., cap. 20, sec. 32, gunners, boatswains, and carpenters are entitled to make an allotment of their pay, but are precluded by the same clause from doing both—that is, from allotting part of their pay and drawing bills for a part; we do hereby desire and direct that the regulation above referred to, as to drawing bills for their pay, shall be restricted to such gunners, boatswains, and carpenters as have not allotted.

As, however, we are desirous that gunners, boatswains, and carpenters who may allot, and who are thereby precluded from drawing bills for their pay, shall have opportunities of providing themselves with necessaries, which the present monthly allowance of four shillings a man does not afford the means of doing, it is hereby directed that the following scale of monthly allowances to gunners, boatswains, and carpenters, bearing a proportion to their rate of pay and allotment, shall be, in future, established, in lieu of the six months' certificate to which they have heretofore been entitled; and paid to them by the purser, provided the amount of debt on the ship's books for slops, &c., shall not, in the opinion of the Captain, make it unadvisable to permit the officer to receive the full amount of such monthly allowance, viz. :—

Monthly Pay.	Monthly Allotment.	Monthly Allowance. A sum not exceeding
Rate. 1.—7 15 4	4 4 0	1 10 0
2.—7 0 0	3 15 0	1 5 0
3.—6 4 8	3 7 0	1 2 0
4.—5 9 4	2 19 0	1 0 6
5.—5 1 8	2 15 0	0 18 0
6.—4 14 0	2 10 0	0 16 0

Given under our hands the 26th day of March, 1833,

T. M. HARDY.

G. H. L. DUNDAS.

To the respective Flag Officers, Captains, Commanders, Commanding Officers, and Purser of His Majesty's Ships and Vessels.

By command of their Lordships,

JOHN BARROW.

MEMORANDUM.

Admiralty, March 18, 1833.

The Lords Commissioners of the Admiralty hereby direct that the Tanks belonging to his Majesty's ships which may be hereafter commissioned, or re-commissioned, shall be placed in charge of the pursers of such ships; who are hereby required to charge themselves with them accordingly.

By command of their Lordships,

GEORGE ELLIOT.

To all Captains, Commanding Officers, and Purser,
of his Majesty's Ships and Vessels.

MEMORANDUM.

Admiralty, March 27, 1833.

The Lords Commissioners of the Admiralty have directed that the establishment of powder and round shot for his Majesty's ships shall be 100 rounds of each for each gun, single shot.

If a ship can conveniently take more than this proportion of powder or shot, the additional quantity will be supplied on application of the captain to the Ordnance department; but if she cannot stow the quantity above stated, the captain is to explain in writing, to the Ordnance department, his reasons for not receiving the proportion he may be desirous should be withheld. It is however their Lordships' positive direction that every ship shall receive her full proportion where it can possibly be done; and with a view of checking any irregularity on this point, the officers of the dock-yards have been instructed to communicate to the Ordnance

department what number of cases or barrels each ship's magazine is capable of stowing, when she is ordered to be put into commission.

All the cartridges supplied to his Majesty's ships will be of the same colour (*white*); but for the purpose of more easily distinguishing each description of cartridge, the words "Distant," "Full," or "Reduced Charge," will be stamped upon them, as also the nature and weight of the guns with which they are intended to be used; and balls of different and distinct colours for full and reduced charges will also be marked thereon, as will be more particularly shown by a drawing which will be supplied by the Ordnance department to every ship at the time her powder is put on board, which drawing is to be carefully deposited in some conspicuous part of the magazine.

The cases containing the several descriptions of charges will be marked with balls, coloured to correspond with those on the cartridges.

The cartridge-boxes will be painted with the name of the deck for which they are appropriated, as well as with the nature of the guns they are to supply, in order that there may be no mistake in sending the proper charges out of the magazine.

The captains of his Majesty's ships are to be careful that in all their communications relative to naval guns and carriages, the weights of the guns are to be specified, (as they stand in the table of charges in page 118 of the Naval Instructions,) as the practice of designating guns and carriages by the name of the Inventor leads to uncertainty and mistake.

By command of their Lordships,

GEORGE ELLIOT.

To the Captains, Commanding Officers, and Gunners
of his Majesty's Ships and Vessels.

WIDOWS' PENSIONS AND COMPASSION FUND.

Estimate of Pensions to be paid to Widows of Officers of the Land Forces, from 1st April, 1833, to 31st March, 1834, being 365 days.

Number of Widows.	Rank of their late Husbands.	Annual Rates of Pension £.	Charge. £.
3,062	General Officers	120	
	Colonels	90	
	Lieutenant-Colonels	80	
	Majors, Directors of Hospitals, and Inspectors of Hospitals	70	
	Captains, Paymasters, Chaplains to the Forces, Deputy In-		
	inspectors of Hospitals, Physicians, and Surgeons Major of		
	the Foot Guards	50	
	Surgeons and Purveyors of Hospitals	45	
	Lieutenants, Adjutants, Physicians not having served abroad		
	as such, Assistant Inspectors of Hospitals, Apothecaries,		
	Assistant Surgeons, and Hospital Assistants	40	
	Second Lieutenants, Cornets, Ensigns, and Quartermasters	36	
	Chaplains of Regiments, Hospital Matrons, Veterinary Sur-		
	geons, and Deputy Purveyors	30	
			145,944

Add, further Charge of additional Pensions to Fifteen of the above-mentioned Widows, as directed by the Will of the late Colonel Drouly; viz.—

To the Widows of			
5 Captains	£25 per annum each	125	
5 Lieutenants	20 " " " " " "	100	
5 Cornets	15 " " " " " "	75	
			300

Deduct, Interest of 10,000,/. Consolidated 3 per Cent. Annuities, stand- 146,244
ing in the names of the Secretary of War and Paymaster-General
for the time being, under the Will of the late Colonel Drouly; viz. 300

Remains to be provided . . . 145,944
JOHN HOBHOUSE.

Estimate of Allowances on the Compassionate List; of Allowances as of his Majesty's Royal Bounty; and of Pensions, Gratuities, and Allowances to Officers of the Land Forces for Wounds; from the 1st April, 1833, to 31st March, 1834, being 365 days.

	£.
Allowances on the Compassionate List to the Families of deceased Officers; 3,333 Individuals	35,000
Allowances, as of his Majesty's Royal Bounty, to relatives of Officers who have been killed in Action; 387 Individuals	30,183
Pensions, Gratuities, and Allowances to Officers who have lost an Eye or Limb, or sustained other serious and permanent Injury on Service; 775 Officers	105,333
Total Charge	170,516
JOHN HOBHOUSE.	

Estimate of the Allowances to the Principal Officers of the several Military Public Departments, their Deputies, Clerks, and Contingent Expenses, for 365 days, from the 1st April, 1833, to the 31st March, 1834, both inclusive.

	£.	s.	d.
General Commanding in Chief, and his personal Staff, Secretaries, Assistants, Clerks, &c.	11,900	13	6
Secretary at War, his Deputy, Clerks, &c.	£33,783	1	4
Deduct probable amount of Fee Fund	1,000	0	0
	32,783	1	4
Paymaster-General, his Cashiers, Clerks, &c.	19,484	7	6
Adjutant-General, his Deputy and Assistants at Head-Quarters	6,642	4	0
Quarter-Master-General, do. do.	5,911	9	2
Judge-Advocate-General, his Deputy, Clerks, &c., including his Deputy, &c. in Ireland	4,447	14	0
Comptrollers of the Accounts of the Army, their Secretary, Clerks, &c.	11,183	7	5
Principal Officers of the Army Medical Department in Great Britain, their Secretary, Clerks, &c., to the 30th June, 1833	1,735	0	0
Ditto, do. in Ireland, to the 30th June, 1833	539	16	8
	94,627	13	7
JOHN HOBHOUSE.			

ROYAL MILITARY COLLEGE.

Charge for the Pay and Allowances of the Officers of the Establishment, £. s. d.
and for the Maintenance and Instruction of the Students, as specified
in the accompanying State of Particulars —Nil—
War Office, February 25, 1833. JOHN HOBHOUSE.

State of Particulars of the Expense of the Royal Military College, from April 1,
1833, to March 31, 1834.

	Particulars of Charges.			TOTALS.		
	£.	s.	d.	£.	s.	d.
Pay and Salaries of the Military Branch:—						
Governor	1,000	0	0			
Lieut. Governor, Staff Pay, at 1 <i>l.</i> 1 <i>s.</i> per diem	383	5	0			
2 Captains of Companies, each do. at 7 <i>s.</i> 1 <i>d.</i> do.	258	10	10			
Adjutant and Paymaster, do. per ann.	163	2	6			
Quarter Master, do. at 5 <i>s.</i> 4 <i>d.</i> per diem	97	6	8			
Surgeon, do. at 14 <i>s.</i> do.	255	10	0			
Assistant Surgeon, do. at 7 <i>s.</i> 6 <i>d.</i> do.	136	17	6			
Riding Master, do. at 7 <i>s.</i> 1 <i>d.</i> do.	129	5	5			
Chaplain, Librarian, and Superintendent of Classical Instruction	300	0	0			
1 Serjeant Major, at 4 <i>s.</i> per diem	73	0	0			
1 Quarter Master Serjeant, at 4 <i>s.</i> do.	73	0	0			

Carried forward,

£2,869 17 11

	£.	s.	d.
Brought over,	£2,869	17	11
6 Staff Serjeants			
1 Hospital Serjeant			
1 Serjeant, acting as Master of Band	each, at 3s. do.	438	0 0
8 Drummers			
4 Fifers			
1 Bugler	each at 1s. 6d. do.	355	17 6
		<u>3,663</u>	15 5

Pay and Salary of the Civil Branch:—

1 Professor of Mathematics	397	10	0
1 Do. do.	300	0	0
1 Master of Arithmetic	219	0	0
1 Professor of Fortification	300	0	0
1 Master of do.	273	15	0
1 Do. do.	273	15	0
1 Senior Military Draftsman	330	0	0
1 Master of Military Drawing	249	0	0
1 Do. do.	231	7	6
1 Do. do.	165	0	0
1 Master of French	212	10	9
1 Do. do.	178	10	0
1 Do. of German	258	16	1
1 Do. of History, Geography, and Classics	263	12	6
1 Do. do.	200	15	0
1 Do. of Landscape Drawing	300	0	0
Teaching Astronomy and Experimental Philosophy	100	0	0
1 College Clerk	190	0	0
1 Do.	140	0	0
1 Do.	140	0	0
1 Do.	120	0	0
1 Housekeeper	95	12	6
1 Nurse to the Infirmary	35	0	0
1 Armourer, at 3s. per diem	54	15	0
1 Porter, at 3s. 6d. do.	63	17	6
15 Men Servants, each at 16s. per week	625	14	3
		<u>5,748</u>	11 1

Board, Washing, &c.:—

Board of 180 Gentlemen Cadets, at 1s. 1d. each, per diem	2,632	10	0
Washing the Body Linen of the Gentlemen Cadets, and the Household Linen of the Establishment, at 2½d. per diem for each Cadet, for 270 days	506	5	0
		<u>3,138</u>	15 0

Coals and Candles —

520 Chaldrons of Coals, at 2l. 0s. 5d. per chaldron	1,050	16	8
650 Dozen lbs. of Candles, at 6s. 3d. per dozen lbs.	203	2	6
		<u>1,253</u>	19 2

Forage:

Governor, 4 Horses, at 1s. 10d. each, per diem	133	16	8
Lieutenant Governor, 2 do.	66	18	4
Senior Military Draftsman, 1 do.	33	9	2
Riding Master, 3 do.	100	7	6
		<u>334</u>	11 8

Postage and Stationery for the Secretary to the Supreme Board of Commissioners

Stationery for 180 Gentlemen Cadets, including Antiquarian Drawing Paper for Fortifications, Colomoier and Royal for Military and Landscape Drawing, Mathematical Instruments, Maps, Globes, &c., at £2 each per annum	360	0	0
Contingencies	1,200	0	0
Fencing, planting, and Improvement of the College Estate	300	0	0
Rates and Taxes	625	0	0

Carried forward,

£16,654 12 4

	£.	s.	d.
Brought over,	16,654	12	4
Lodging Money, Forage Contingencies, &c. for 15 Officers permitted to study at the College, and to be instructed by the Professors of the Establishment	400	0	0
Salary to the Secretary to the Supreme Board of Commissioners	200	0	0
	17,254	12	4
Balance applicable to the keeping in repair, painting &c., of the Public Buildings	355	1	4
	17,909	13	8
Which charge is covered by the	£	s.	d.
Subscriptions of Gentlemen Cadets of the First Class	1,000	0	0
Do. do. Second Class	3,250	0	0
Do. do. Third Class	13,125	0	0
Do. 15 Officers who are permitted to study at the College	472	10	0
Amount of Rent due at Michaelmas 1833, for the College Estate at Sandhurst	62	3	8
	17,909	13	8

No Parliamentary Vote will therefore be required in aid of the Charge of the Royal Military College, for the Year ending March 31, 1834.

JOHN HOBBHOUSE.

ROYAL MILITARY ASYLUM AND HIBERNIAN MILITARY SCHOOL.

From April 1, 1833, to March 31, 1834.

ROYAL MILITARY ASYLUM.

	£	s.	d.
Pay of Officers, Wages, Clothing and Maintenance of Attendants, and Clothing and Maintenance of 600 Boys in the Asylum at Chelsea, including Fuel and Contingencies	11,754	18	0
Pay of Officers, Wages, Clothing and Maintenance of Attendants, and Clothing and Maintenance of 200 Girls, including 33 Infants, in the Branch at Southampton	3,660	6	0
Rent and Insurance of the Infirmary (Seven Houses) at Chelsea	288	15	0
Total Charge for 365 days for the Royal Military Asylum	£15,703	19	0

HIBERNIAN MILITARY SCHOOL.

Salaries, Wages, and Allowances to Officers and Servants	1,802	0	8
Provisions	1,841	16	0
Clothing	468	17	5
Furniture, Bedding, &c.	75	0	0
Coals, Candles, and Soap	315	7	10
Stationery, School Books, &c.	75	0	0
Infirmary Expenses	50	0	0
Repair, &c., of Buildings	150	0	0
Miscellaneous Expenses	80	0	0
	4,858	1	11

Deduct Average Income arising from Interest on Government Stock and Incidental Receipts	280	0	0
---	-----	---	---

Total Charge for 365 days for Hibernian Military School £4,578 1 11

It is not necessary to propose a Vote for the Expense of the Hibernian Military School for the Year ending March 31, 1834, as the Charge will be defrayed out of Balances remaining unappropriated of the Votes of former Years: £15,703 19s. only therefore remains to be provided for the Charge of the Royal Military Asylum.

War-Office, 25th Feb., 1833.

JOHN HOBBHOUSE.

PAY of GENERAL STAFF OFFICERS and OFFICERS of the HOSPITALS in GREAT BRITAIN and IRELAND, from April 1, 1833, to March 31, 1834, both inclusive.

GREAT BRITAIN.				CHARGE OF NET PAY.					
GENERAL STAFF.				For 365 Days.					
HEAD-QUARTERS:									
	Per Diem.								
	£.	s.	d.	£.	s.	d.	£.	s.	d.
General Commanding in Chief	9	9	6	3,458	7	6			
Four Aides-de-Camp, each 9s. 6d. a-day	1	18	0	693	10	0			
Secretary . . . . .	..			2,000	0	0			
Assistant Secretary . . . . .	..			600	0	0			
							6,751	17	6
Adjutant-General	3	15	10	1,383	19	2			
Allowance to ditto . . . . .	..			500	0	0			
Deputy-Adjutant-General	1	17	11	691	19	7			
One Assist.-Adj.-Gen. at head-quarters	0	19	0	346	15	0			
One Dep.-Assist.-Adj.-Gen. ditto	0	14	3	260	1	3			
							3,182	15	0
Quarter-Master-General	3	15	10	1,383	19	2			
Allowance to ditto . . . . .	..			500	0	0			
Deputy-Quarter-Master-General	1	17	11	691	19	7			
One Assist.-Quarter-Master-General	0	19	0	346	15	0			
One Dep.-Assist.-Quar.-Master-General	0	14	3	260	1	3			
							3,182	15	0
Total for the Staff at head-quarters, trans. to the Estimate of Public Departments . . . . .	..			..			13,117	17	6
SOUTH BRITAIN:									
Four Maj.-Generals, each 17s. 11d.	7	11	8	2,767	18	4			
Four Aides-de-Camp, each 9s. 6d.	1	18	0	693	10	0			
One Maj.-General, to April 30, 1833	1	17	11	56	17	6			
One Aide-de-Camp, ditto	0	9	6	14	5	0			
One Assist.-Adjutant-General	0	14	3	260	1	3			
Four Majors of Brigade, each 9s. 6d.	1	18	0	693	10	0			
One ditto, to April 30, 1833	0	9	6	14	5	0			
Six Aides-de-Camp to the King, each 10s. 5d.	3	2	6	1,140	12	6			
One Permanent Assist.-Quar.-Master-General, on Pay of Major of Cavalry, including a Daily Allowance of 1s. 6d. for a Servant	1	0	9	378	13	9			
One Principal Veterinary Surgeon	1	0	0	35	0	0			
Principal Chaplain . . . . .	..			216	0	0			
Three Chaplains to the Forces, each 16s.	2	8	0	876	0	0			
GUERNSEY AND JERSEY:									
Two Major-Generals, as Colonels, each 17s. 2s. 9d.	2	5	6	830	7	6			
STAFF IN NORTH BRITAIN:									
One Major-General	1	17	11	691	19	7			
One Aide-de-Camp	9	9	6	173	7	6			
One Assist.-Adjutant-General	0	14	3	260	1	3			
							1,125	8	4
Total for General Staff Officers in Great Britain, Guernsey, & Jersey . . . . .	..			..			22,549	16	8

GREAT BRITAIN	Charge of Net Pay.		
	Per Diem.	For 365 Days.	
	£. s. d.	£. s. d.	£. s. d.
MEDICAL STAFF.			
One Director-General of Hospitals, from July 1, 1833	..	1,500 0 0	
Two Assistant-Inspectors of Hospitals, each 19s.	1 18 0	693 10 0	
Five Surgeons, each 14s.	3 10 0	1,277 10 0	
Two Apothecaries, each 9s. 6d.	0 19 0	346 15 0	
One Deputy-Purser of Hospitals	0 9 6	173 7 6	
Eight Assistant-Surgeons, each 7s. 6d.	3 0 0	1,095 0 0	
One Dispenser of Medicines	0 5 0	91 5 0	
Two Clerks, each 5s.	0 10 0	182 10 0	
Total for Medical Staff, GREAT BRITAIN	..	5,359 17 6	
Add five Assistant-Surgeons to attend Troops proceeding to Foreign Stations, each 7s. 6d.	1 17 6	684 7 6	6,044 5 0
Total	..	..	28,594 1 8
Deduct the charge of the Staff at Head-Quarters, which is provided for in the Estimate of Public Departments	..	..	13,117 7 6
Remains to be provided for GREAT BRITAIN	..	..	15,476 14 2
IRELAND.			
GENERAL STAFF:			
One Lieutenant-General	3 15 10	1,883 19 2	
Two Aides-de-Camp, each 9s. 6d.	0 19 0	346 15 0	
One Secretary	..	553 17 0	
Five Major-Generals, each 11. 17s. 11d.	9 9 7	3,459 17 11	
Five Aides de-Camp, each 9s. 5d.	2 7 6	866 17 6	
One Deputy Adjutant-General	0 19 0	346 15 0	
Three Assist. Adj.-Gens. each 14s. 3d.	2 2 9	780 3 9	
One Dep. Assist. Adj.-General	0 9 6	173 7 6	
One Dep. Quarterterm-General	0 19 0	346 15 0	
One Assist. Dep.-Quarterterm-General	0 4 9	86 13 9	
Three permanent Assist. Quartermasters-General; viz.:			
Two on Pay of Lieut.-Colonels of Cavalry, including a daily allowance of 1s. 6d. for a servant	2 9 0	894 5 0	
One on Pay of Major of Cavalry, with a similar allowance	1 0 9	378 13 9	
Two Majors of Brigades, each 9s. 6d.	0 19 0	346 15 0	
Total for General Staff	..	..	9,964 15 4
MEDICAL STAFF:			
Two Dep. Inspectors-Generals of Hospitals, each 11. 4s.	2 8 0	876 0 0	
Two Apothecaries, each 9s. 6d.	0 19 0	346 15 0	
Two Deputy-Purveyors of Hospitals, each 9s. 6d.	0 19 0	346 15 0	
Five Assistant-Surgeons, each 7s. 6d.	1 17 6	684 7 6	
Total for Medical Staff			2,253 17 6
Total to be provided for Ireland			12,218 12 10

PROMOTIONS AND APPOINTMENTS.

NAVY.

PROMOTIONS.

COMMANDERS.
W C Browne
Thos. Baker. (b)

LIEUTENANTS.
Robt Gore.
Chas H Baker.
Thomas Smith.
Thos. Carpenter.

PURSER.
Jas Lyall
ASSISTANT-SURGEON.
O. Ferguson.

APPOINTMENTS.

Admiral Sir Wm Hargood, G C B to be Commander-in-Chief at Plymouth, vice Sir M Dixon.

CAPTAIN

Geo. B. Martin. Volage.

COMMANDERS.

W C Browne. Comet.
Rich. Owen. Thunder.

LIEUTENANTS.

J. H. Murray. Ariadne
Robt Gore. Melville
J H Weller. Salamander.
Thos Carpenter. Gauntlet
John Holloway. Serpent
W H A Morshead. St Vincent
J R R Lilburn. Coast Guard.
John Langworthy. Do
Wm Fothergill. Do
Wm Prowse. Do
T A Gilson. Do.
H T Harris. Do.
Adlard Miller. Do.
J. H. Nickoll. Do
Joan Somerville. Do.
Bird Allen. Thunder.
Thos Smith (d). Do.
James Cannon. Do
Wm Beckett. Badger, R
Robt Lde. Columbia
J W. Waugh. Constance.
W A Morshead. St Vincent.
A T Goldie. Volage
Lord Clarence E. Paget. Behidera.

MASTERS.

Alex Weir. Castor.
Ed Duffsterville. Thunder.
Henry Davy. Hyacinth.
John Davies (acting). Barham.
Geo Dawes. Volage.

SURGEONS.

David Watson. Lt Lynedoch C S.
David Thomson. Stakesby, do.
Morgan Price. Neva, do
And Henderson. Royal Adm do
Thos. Johnston. Thunder.

ASSISTANT SURGEONS

Thomas Fraser. Snake.
G Moore (Sup.). Emulous.
Wm Chartres. Conway.
John Robertson (b). Victory (Sup)
J. Osborne (b). Thunder.
A. Yeoman. Columbia.

PURSERS.

James Lyall. Fly.
J C Harris. Thunder.
Edw. Dyer. Volage.

Mr Eddy, Boatswain of the Royal George, has been appointed Warden of Deptford dockyard, vice Lieut Aug. Market, dec.

ROYAL MARINES.

APPOINTMENTS.

CAPTAIN.

F Layton. Donegal.

SECOND LIEUTENANTS

T C. C Moore. Magicienne.
C F Hoskins. Donegal.
B. Varro. Donegal.

ARMY.

WAR-OFFICE, MARCH 28.

7th Light Drago—Lieut-Col. Sir J J Fraser, Bart from h p unattached, to be Lieut-Colonel, v L Keane, who exch rec the difference

1st Regt of Foot—Ensign Wm Mathias, to be Lieut by p vice H M Dalrymple, who ret; T Scott Hawkins, Gent to be Ensign by p vice Mathias

2d Foot—Major Thos Powell, from h p unat. to be Major, vice J MacMahon, who exch rec the difference

28th Foot—Capt W E. Sawbridge, from h p, unat to be Capt vice R Prescott Evans, who exch rec the difference

31st Foot—J Cooper, Gent to be Ensign by p vice O'Brien, appointed to the 96th Regt

35th Foot—Capt E Kent Strathairn Butler, to be Major by p vice Fitzroy, who ret; Capt. Hon R Tulke Greville, from h p unat to be Capt vice Butler.

6th Foot—Capt James Davies, from h p unat to be Capt vice Harrison, who ret

72d Foot—Ensign A Lowry Ballour, to be Lieut by p vice Duthie, who ret; J T. Hope, Gent to be Ensign by p vice Ballour

76th Foot—Ensign T W Fountaine, to be Lieut by p vice Ray, who ret; C Murray, Gent. to be Ensign, by p vice Fountaine

83d Foot—Capt Peter Crofton, to be Major, without p vice Summerfield, deceased, Lieut. Aretas Sutherland Young, to be Capt vice Crofton, Ensign Geo Grey, to be Lieut, vice Young; Ensign J Turner, from h p 9th Regt to be Ensign, vice Grey

89th Foot—Ensign Arch Hay, to be Lieut by p vice Stanford, prom; C. R. Bozzi Granville, Gent to be Ensign by p

92d Foot—Ensign J Allan de Balinhard, to be Lieut by p vice Webber, prom; J Mansfield, Gent to be Ensign by p vice De Balinhard

96th Foot—Ensign R Serrell O'Brien, from the 31st Regt to be Ensign, vice Murray, prom.

Rifle Brigade—Capt D Burges, from h p unat to be Capt vice H Stewart, who exch rec the difference

Royal Newfoundland Vet Companies.—Ensign A Stewart, from h p. 91st Regt. to be Ensign.

Unattached—Lieut. R Stanford, from 89th Regt. and Lieut A Webber, from 92d Regt to be Captains, by p.; Ensign R Sherbourne Murray, from the 96th Regt. to be Lieut. by p.

Hospital Staff.—Dr. J. Gilkrest, from h. p. to be Dep. Insp.-Gen. of Hospitals; Brevet Dep.-Insp. T. Kidd, M.D. from h. p. to be Surgeon to the Forces, vice D. Brownrigg, who ret. upon h. p.; Assist.-Surg. P. Stewart, from h. p. Royal Staff Corps, to be Assist. Surg. vice T. La Cloche, who ret. upon h. p.; J. Marshall, Gent. to be Assist.-Surg. to the Forces, vice Bulteel, who has rec. a commutation.

Memorandum.—Lieut. E. Davidson, h. p. 16th Foot, has been allowed to retire from the service by the sale of an unattached commission.

King's Own Regt. of Staffordshire Militia.—Edmund Astle, Gent. to be Ensign.

Staffordshire Regt. of Yeomanry Cavalry.—James Beech, Gent. to be Lieut. vice Davenport, resigned.

West Somerset Regt. of Yeomanry Cavalry.—The Rev. Francis Parsons to be Chaplain.

APRIL 2.

Memorandum.—The half-pay of the under-mentioned officers has been cancelled from the 1st instant, inclusive, they having accepted a commuted allowance for their commissions:—

Lieut. Robt Wallace, h. p. 5th Foot; Ensign Thomas Evanson, ret. full-pay of the 5th Royal Vet Batt; Lieut Henry John Brownrigg, h. p. unatt.; Cornet Robert Coleman, h. p. 22d Light Drag.; Lieut. Mart. Handcock, h. p. 89th Foot; Ensign Malcolm Stewart, h. p. 91st Foot; Lieut. James Bogle French, h. p. 9th Light Drag.; Ensign Geo. Smith, h. p. 38th Foot; Lieut. John Ready, h. p. 34th Foot; Lieut. Wm. Lemonius, h. p. York Light Infantry Volunteers; Lieut. John Rogers Griffiths, h. p. 52d Foot; Assist.-Surg. Wm. Bond Clements, h. p. 9th Foot; Ensign John McIntosh, h. p. 76th Foot; Assist.-Surg. Gavino Portelli, h. p. 10th Foot; Capt. Andreas Wilhelm Ludwig von Schluter, h. p. 1st Line Batt King's German Legion; Lieut. Joseph Wittmer, h. p. De Meuron's Regt.; Lieut. John Keatinge Taylor, of the 16th Foot, has also been allowed to retire from the service, on the 1st instant, receiving a commutation for his commission.

APRIL 5.

7th Light Drag.—Major C. J. Hill, to be Lt.-Colonel, by p. vice Sir J. J. Fraser, who retires; Capt. J. J. Whyte, to be Major, by p. vice Hill; Lieut. D. Russell, to be Capt. by p. vice Whyte; Cornet R. G. Lumley, to be Lieut. by p. vice Russell; W. Grasett, Gent. to be Cornet, by p. vice Lumley.

9th Light Drag.—Cornet H. A. Whatman, to be Lieut. by p. vice Meiklan, who ret.; T. Porter, Gent. to be Cornet, by p. vice Whatman.

10th Light Drag.—Major Lord T. Cecil, to be Lt.-Colonel, by p. vice Gore, who ret.; Capt. J. C. Wallington, to be Major, by p. vice Lord T. Cecil; Lieut. Hon. W. H. Beresford, to be Capt. by p. vice Wallington; Cornet E. D. C. Hilliard, to be Lieut. by p. vice Beresford; C. Wombwell, Gent. to be Cornet, by p. vice Hilliard.

15th Light Drag.—Capt. C. Phillips, to be Major, by p. vice Buckley, who ret.; Lieut. A. F. Blyth, to be Capt. by p. vice Phillips.

16th Light Drag.—Lieut. W. Hilton, to be Capt. without p. vice McConchey, dec.; Cornet W. Webster, to be Lieut. vice Hilton; Cornet E. W. Shewell, from h. p. 19th Light Drag. to be Cornet, vice Webster.

11th Foot.—Ensign T. H. Nembhard, to be Lieut. by p. vice Gardiner, prom. in the 1st W. I. Regt.; J. W. Bard, Gent. to be Ensign, by p. vice Nembhard.

15th Foot.—Capt. J. R. Brunker, from the 91st Foot, to be Capt. vice Yarborough, who exch.

17th Foot.—Ensign C. Miller, to be Lieut. by p. vice Henry, prom.; L. C. Bourchier, Gent. to be Ensign, by p. vice Miller.

24th Foot.—Lieut. H. Paynter, from the 56th Foot, to be Lieut. vice W. G. Hughes, who ret. on the h. p. 9th Foot.

27th Foot.—Capt. R. Stanford, from h. p. unatt. to be Capt. vice R. Handcock, who exch. rec. the dif.

32d Foot.—Capt. C. Smith, from the 93d Foot, to be Capt. vice T. C. Crawford, who ret. upon h. p. as Sub-Inspector of Militia.

35th Foot.—Lieut. J. Gordon, to be Capt. by p. vice Greyille, who ret.; Ensign T. Plunkett, to be Lieut. by p. vice Gordon; F. R. Carmichael, Gent. to be Ensign, by p. vice Plunkett.

40th Foot.—Capt. S. W. Mayne, from h. p. 27th Foot, to be Capt. vice Richardson, app. to the 83d Foot.

43d Foot.—Ensign H. W. Paget, from the 95th Foot, to be Ensign, vice Grey, prom.

47th Foot.—Capt. A. Webber, from h. p. unatt. to be Capt. vice Geo. S. Byng, who exch. rec. the dif.

52d Foot.—Capt. J. Moore, from the 58th Foot, to be Paymaster, vice A. M. Dawe, who ret. upon h. p.

56th Foot.—Lieut. W. Telford, from h. p. 9th Foot, to be Lieut. vice Painter, app. to the 24th Foot.

58th Foot.—Capt. H. Caulfield, from the 83d Foot, to be Capt. vice Moore, app. Paymaster to the 53d Foot.

63d Foot.—Ensign D. H. Macleod, to be Lieut. without p.

67th Foot.—Capt. G. Musgrave, from h. p. unatt. to be Capt. vice J. Davis, who exch.

82d Foot.—Brevet-Major A. J. Callender, from h. p. 98th Foot, to be Capt. vice Latham, who ret.

83d Foot.—Capt. J. Richardson, from the 40th Foot, to be Capt. vice Caulfield, app. to the 58th Foot.

91st Foot.—Capt. C. Cooke Yarborough, from the 15th Foot, to be Capt. vice Bruuker, who exch.

93d Foot.—Capt. R. C. Smith, from h. p. as Sub-Inspector of Militia, to be Capt. vice Smyth, app. to the 32d Foot.

94th Foot.—Ensign R. Aldworth, to be Lieut. by p. vice Cunningham, who ret.; H. M. Cunningham, Gent. to be Ensign, by p. vice Aldworth.

95th Foot.—To be Ensigns by p.—A. T. Heyland, Gent. vice Whitting, prom.; D. E. McKirdy, Gent. vice Paget, app. to the 43d Foot.

1st West India Regt.—Lieut. R. Gardiner, from the 11th Foot, to be Capt. by p. vice Hay, who ret.

Unattached.—Lieut. J. Henry, from the 17th Foot, to be Capt. of Infantry, by p.; Ensign Hon. H. C. Grey, from the 43d Foot, to be Lieut. by p.

Memorandum.—Lieut. S. Pardon, h. p. 43d Foot, has been allowed to retire from the service, by the sale of an unatt. commission.

2d Regt. of the Duke of Lancaster's Own Militia.—J. C. Freeman, Esq. to be Capt. vice Watson, dec.

1st Troop of Suffolk Yeomanry Cavalry.—J. B. Blake, Gent. to be Lieut. vice Oakes, res.; H. Munro, Gent. to be Ensign, vice Blake, prom.

APRIL 12.

2d Regt. of Life Gds.—Hon. A. Arundell, to be Cornet and Sub-Lieut. by p.

2d Drag. Gds.—Capt. F. Copland, to be Major, by p. vice Boyd, who ret.; Lieut. G. A. Lewis, to be Capt. by p. vice Copland; Cornet W. Campbell, to be Lieut. by p. vice Lewis; E. Leigh, Gent. to be Cornet, by p. vice Campbell.

3d Drag. Gds.—Cornet F. Watt, from the 11th Light Drags. to be Cornet, vice Browne, who ret.
9th Regt. of Light Drags.—Cornet T. P. Whalley, to be Lieut. by p. vice Gerard, who ret.; C. H. Ibbetson, Gent. to be Cornet, by p. vice Whalley.

11th Light Drags.—J. H. Forest, Gent. to be Cornet, by p. vice Watt, appointed to the 3d Dr. Guards.

16th Light Drags.—D. Inverarity, Gent. to be Cornet, by p. vice Shewell, who ret.

2d Regt. of Foot.—Ensign M. Forbes, from the 79th Regt. to be Lieut. by p. vice Auldjo, who retires.

6th Foot.—Lieut. F. B. Muller, from h. p. 8th Bat. of the Line of the King's German Legion, to be Lieut. vice Johnson, app. to the 70th Regt.

7th Foot.—Lieut. J. Stanley, from the 70th Regt. to be Lieut. vice Nesbitt, who returns to his former h. p.

16th Foot.—Ensign T. Crawford, to be Lieut. by p. vice M'Farlane, who ret.; A. M'Leod, Gent. to be Ensign, by p. vice Crawford.

21st Foot.—Lieut. W. Anderson, from the 91st Regt. to be First-Lieut. vice Edmonstone, who exch.

34th Foot.—Ensign F. Chetwoode, to be Lieut. by p. vice Maitland, prom.; G. A. Ferrier, Gent. to be Ensign, by p. vice Chetwoode.

32d Foot.—Lieut. T. Calder, to be Capt. without p. vice Impett, deceased; Sergt-Major T. D. Kelly to be Adj. (with the rank of Ensign) vice Griffin, who resigns the Adjutancy only.

41st Foot.—Lieut. E. J. Vaughan to be Adj. vice Price, prom.; Ensign R. Donaldson, to be Lieut. without p. vice Vaughan, appointed Adj.; Ensign D. Gilchrist, from h. p. 101st Regt. to be Ensign, vice Donaldson.

51st Foot.—Lieut. Hon. H. C. Grey, from h. p. unattached, to be Lieut. vice A. M. Hay, who exch. rec. the difference.

56th Foot.—H. W. Tobin, Gent. to be Ensign, vice Lushington, who ret.

57th Foot.—Lieut. W. J. Saunders, to be Capt. by p. vice Mann, who ret.; Ensign J. Spence, to be Lieut. by p. vice Saunders; W. Stewart, Gent. to be Ensign by p. vice Spence.

67th Foot.—Lieut. C. J. Whyte, to be Capt. by p. vice Musgrave, who ret.; Ensign S. Snow, to be Lieut. by p. vice Whyte; T. Madox, Gent. to be Ensign, by p. vice Snow.

68th Foot.—Staff-Assist.-Surg. E. W. Burton, who is to be Assist.-Surg. vice Fitzgerald, who has resigned.

70th Foot.—Lieut. J. Johnson, from the 6th. Regt. to be Lieut. vice Stanley, appointed to the 7th Regt.

79th Foot.—C. Skene, Gent. to be Ensign, by p. vice Forbes, prom. to the 2d Regt.

80th Foot.—Ensign B. S. Hilditch, from h. p. 28th Regt. to be Ensign, vice Jervis, deceased.

82d Foot.—Lieut. T. Stopford, to be Capt. by p. vice Callander, who retires; Ensign H. B. H. Rogers, to be Lieut. by p. vice Stopford; W. Bulfour, Gent. to be Ensign by p. vice Rogers.

83d Foot.—B. H. Brown, Gent. to be Ensign, by p. vice Turner, who retires.

87th Foot.—Second-Lieut. G. Middlemore, to be Adj. (with the rank of First-Lieut.) vice Thomson, who resigns the Adjutancy only.

91st Foot.—Lieut. C. H. Edmonstone, from the 21st Regt. to be Lieut. vice Anderson, who exch. Unattached.—Lieut. F. T. Maitland, to be Capt. by p.

Memoandum.—Capt. F. Wright, h. p. Royal Waggon Train, retires from the service by the sale of his commission.

APRIL 16.

To be Lieut.-Colonels for a particular service.—Brevet-Col. Sir G. H. F. Berkeley, K.C.B. from h. p. unatt.; Brevet-Col. Sir O. Carey, from

h. p. unatt.; Lieut.-Col. T. S. St. Clair, from h. p. unatt.; Lieut.-Col. J. McCashill, from h. p. 89th Foot; Lieut.-Col. J. Spink, from h. p. unatt.; Lieut.-Col. G. W. Horton, from h. p. unatt.; Lieut.-Col. J. Marshall, from h. p. unatt.; Lieut.-Col. E. F. Gascoigne, from h. p. unatt.; Lieut.-Col. W. Bush, from h. p. unatt.; Lieut.-Col. R. Beauchamp, from h. p. unatt.; Lieut.-Col. J. Linton, from h. p. unatt.

Surrey Regt. of Yeomanry Cavalry.—Capt. F. O. Perkins, to be Major, vice Lord Monson, res.; Lieut. G. Perkins, to be Capt. vice F. O. Perkins, prom.; Cornet G. Scottell, to be Lieut. vice G. Perkins, prom.; T. Terry, Gent. to be ditto, vice Sir H. Fletcher, prom.; J. Sparkes, Gent. to be Cornet, vice Molyneux, prom.

Castlemartin Yeomanry Cavalry.—G. Bowling, Esq. to be Major-Commandant; W. C. A. Phillips, and G. Bowling, jun. Esqs. to be Captains; J. Bryant, Gent., and T. H. Davis, Gent. to be Lieuts.; L. Matthias, Gent., and G. A. Haimes, Gent. to be Cornets; J. W. Paynter, Gent. to be Surgeon.

Stafford Regt. of Yeomanry Cavalry.—E. R. Littleton, Esq. to be Capt. vice Simpson, res.; B. Bond, Gent. to be Lieut. vice Viscount Ingestre; R. Clews, Gent. vice Hill, and H. O. Pigot, Gent. vice Littleton, prom., to be Cornets.

WAR-OFFICE, April 19.

13th Light Drag.—Lieut. D. Browne, from 15th Light Drag. to be Lieut. vice Jones, who exch.

15th Light Drag.—Lieut. A. Campbell, from the 32d Regt. to be Lieut. by p. vice Glyth, prom.; Lieut. M. Jones, from the 15th Light Drag. to be Lieut. vice Browne, who exch.

21st Foot.—W. Macknight, Gent. to be Second Lieut. by p. vice Guthrie, who ret.

24th Foot.—Capt. F. T. Maitland, from h. p. unatt. to be Capt. vice A. Smith, who exch. rec. the dif.

26th Foot.—Ensign J. Shum, to be Lieut. without p. vice Robinson, dec.; Ensign O. G. Perrott, to be Lieut. without p. vice Shum, whose prom. of 27th Oct. 1832, has not taken place; Ensign C. Savage, from h. p. 44th Regt. to be Ensign, vice Perrott.

32d Foot.—Ensign G. Weir, to be Lieut. by p. vice Campbell, app. to the 15th Light Drag; J. E. Murray, Gent. to be Ensign by p. v. Weir.

40th Foot.—Ensign H. F. Wakefield, to be Lieut. without p. vice Phibbs, dec.; Ensign G. M. White, to be Lieut. without p. vice Rawlings, dec.; Ensign W. H. Viney, from h. p. 40th Regt. to be Ensign, vice White; Ensign G. Hill, from h. p. 37th Regt. to the Ensign, vice Wakefield.

41st Foot.—M. Emmett, Gent. to be Ensign by p. vice Gilchrist, who ret.

49th Foot.—Ensign H. G. Hart, to be Lieut. without p. vice Macnamara, dec.; H. W. Rowan, Gent. to be Ensign, vice Hart.

53d Foot.—Lieut. J. St. Clair Doyle, to be Capt. by p. vice Granville, who ret.; Ensign C. B. Blyades, to be Lieut. by p. vice Doyle; E. Douglas, Gent. to be Ensign by p. vice Blyades.

54th Foot.—Lieut. J. Norman, to be Capt. without p. vice Burton, dec.; Ensign H. J. Williams, to be Lieut. vice Norman; C. F. Heatley, Gent. to be Ensign, vice Williams.

68th Foot.—Brevet-Lieut.-Col. Hon. G. L. D. Damer, from h. p. unatt. to be Major, vice North, who ret.

73d Foot.—Capt. J. Henry, from h. p. unatt. to be Capt. vice T. A. Blair, who exch. rec. dif. 60th Foot.—W. F. Christie, Gent. to be Ens. by p. vice Hilditch, who ret.

89th Foot.—Lieut. J. Graham, to be Capt. by p. v. Taylor, prom.; Ensign W. A. Poppleton, to be Lieut. by p. vice Graham.

Unattached.—Capt. A. B. Taylor, from the 89th Regt. to be Major, by p.

Memorandum.—The promotion of Ensign Crawford, to be Lieut. by p. in the 16th Regt. vice Macfarlane, who ret.; and the app. of Mr. Macleod, to the Ensigncy in succession, as stated in the Gazette of the 12th inst., have not taken place.

OFFICE OF ORDNANCE, April 17.
Corps of Royal Engineers.—Second-Lieut. T. Ford, to be First-Lieut. vice Healy, dec.

Royal Sherwood Foresters or Nottinghamshire Regt. of Militia.—L. Rolleston, Esq. to be Colonel.

Col. George Wright of the Royal Engineers has been appointed to the command of the Engineer Department in Scotland.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

At Madras, the Lady of Lieut.-Col. Monteith, R.E. of a dau.

March 21, at Woolwich, the Lady of Capt. Harding, Royal Artillery, of a son.

March 21, at Wigan, the Lady of Capt. Arch. Ogilvy Dalgleish, 18th Royal Irish, of a dau.

March 23, at Cork, the Lady of Lieut. T. L. Butler, 77th regt. of a son.

March 23, at Knockin, county of Salop, the Lady of the Hon. Capt. Bridgeman, R.N. of a dau.

March 25, at Lydd, the Lady of Lieut. Charles Jenkin, R.N. of a son.

March 26, at Woolwich, the Lady of Captain Saunders, of the Royal Horse Art. of a dau.

March 28th, at Gosport, the Lady of Capt. Frederick Whymates, Royal Engineers, of a son.

March 29th, the Lady of Capt. George Hall, Royal Horse Gds. of a son.

March 31, the Lady of Capt. Geo. Truscott, R.N. of a dau.

In Jamaica, the Lady of Lieut. and Adjutant Bolton, 84th regt. of a dau.

At Corbi, the Lady of Lieut. Beckwith, Rifle Brigade, of a dau.

April 2, in Cadogan-place, the Lady of Major-General Sir Lionel Smith, K.C.B. of a son.

April 3, the Lady of Capt. Henry Elton, R.N. of a son.

April 6th, on board the San Josef, the Lady of First Lieut. Jones, R.N. of a dau.

At Walmur, the Lady of Lieut. S. R. Watts, R.N. of a dau.

The Lady of Capt. H. B. Mason, R.N. of a son.

At Taunton, the Lady of Capt. Edw. Brown, 73d regt. of a dau.

April 13th, at Wexford, the Lady of Major Doran, 18th Royal Irish, of a son.

April 14th, the Lady of James Hall, Esq. Surgeon, R.N. of a dau.

At Manor House, Putterne, the Lady of Major H. Stephen Oliver, unatt. of a son.

At Windsor, the Lady of Lieut.-Col. Ferguson, Gren. Gds. of a son.

MARRIAGES.

At Cawnpore, John Harcourt, Esq. Assist.-Surg. 11th Drags, to Anna Maria, eldest dau. of Lieut.-Col. Pollock, C.B.

Jan. 25th, by special license, at the Palace of the Lord High Commissioner of the Ionian Isles, Capt. J. M. Crammon, of the 11th regt. to Frances Chambers, youngest dau. of the late N. Macdonald, Esq. of Boroisdaile, Invernesshire.

At Montreal, Lower Canada, Captain Brudenell Smith, 15th regt. to Caroline, only dau. of Major Grierson, of the same corps.

At Ringrove Church, St. George Ryder Barry, h.p. 13th Light Drags, to Maria A. Stawell, eldest dau. of Eustace Stawell, of Coolmain, Esq.

March 26th, at Banagher, Assist.-Surgeon Elison, 50th regt. to Hannah, third dau. of James Banko, Esq.

March 27th, at Duncrub, Perthshire, Capt. Robt. Knox Trotter, 17th Lancers, to Mary, eldest dau. of the Right Hon. Lord Rollo.

At Budock, Capt. Truscott, R.N. Inspector of the Preventive Service, to Eliza Jupe, youngest dau. of R. J. Kinsman, Esq. of Falmouth.

At Kilkenny, Lieutenant Anthony Arthur Cunynghame, 60th Rifles, to Jemima, dau. of Mr. Matthew Thomas Denis, of Littleton, co. Tipperary.

At Grangegorman Church, Lieut. Edmund P. Gilbert, of the 90th Light Infantry, to Margaret Gordon Proutledge, fourth dau. of W. Robertson, Esq. of Friars, near Kelso, Roxburghshire.

April 10th, in Tuam, John Hughes, Esq. Barrack-master of that town, and late Captain in the 83d regt. to Margaret Ellen, eldest dau. of Francis O'Shaughnessy, Esq. M.D. of Oughterard.

April 15th, by special license, at Julia Lady Petre's, Grosvenor square, by the Lord Bishop of London, Capt. Sir S. John Brooke Pechell, Bart. R.N. C.B. and one of the Lords of the Admiralty, to the Hon. Julia Maria, only surviving dau. of Robert Edward, ninth Lord Petre, and niece to the Duke of Norfolk.

April 16th, at Thimble Church, co. of Antrim, Edw. Aldrich, Esq. of the Royal Engineers, to Mary, only dau. of Wm. Chaine, Esq. of Ballycraig, co. of Antrim.

At Dunchideock, Capt. Keats, R.N. nephew of Admiral Sir Richard G. Keats, G.C.B. and Governor of Greenwich Hospital, to Catherine Jane, eldest dau. of James Pitman, Esq. of Dunchideock House.

April 23d, at Ditcheat, Capt. Charles Dawe, late 46th regt. to Sophia, fifth daughter of the Rev. Wm. Leir, Rector of Ditcheat, in the county of Somerset.

DEATHS.

MAJOR-GENERAL.

March 14, Shulldham, E. I. Comp. Serv.

COLONEL.

Feb. 6, Yonge, h. p. 53d Foot.

LIEUTENANT-COLONELS.

March 5, Jabez Mackenzie, E. I. Comp. Serv.

— Brabazon Disney, h. p. unatt.

Jan. 17, Colberg, h. p. 60th Foot.

Feb. 12, Hilliard, h. p. 45th Foot.

MAJOR.

March 1, Summerfield, 83d Foot, Limerick.

CAPTAINS.

Jan. 20, Talbot, Roy. Art. Malta.

— 23, Stanhope, h. p. 29th Foot.

LIEUTENANTS.

Feb. Rawlings, 40th Foot, lost in the Erin Steamer.

— Whitecombe, 2d W. I. R.

Oct. 20th, 1831, Redman, h. p. 12th Drags.

Halifax, N.S.

Dec. 26, 1832, Fletcher, h. p. 34th Foot.

— Colin Macdonald, h. p. 61st Foot.

Feb. 9, 11, J. Johnston, h. p. 4th W. I. R.

CORNET, ENSIGN, AND SUB-LIEUTENANT.

Feb. 10th, Howard, 8th Drago.

— 31st, Browne, late of the Roy. Sapp. and Miners, Devonport.

PAYMASTER.

Feb. 10th, John Enoch, Roy. Cardigan Mil. New Castle, Emllyn.

MEDICAL DEPARTMENT.

Feb. 23, Surg. Chambers, h.p. 23d Foot.

March, Surgeon Bath, h. p. Staff, Chalfort, Gloucestershire.

— 23, Surg. Hill, h.p. Staff, London.

Feb. 27, Staff-Asst.-Surg. Skelton, Chatham.

On the coast of Africa, Lieut. George Buchanan, Commander of H.M. steamer, Pluto.

On passage from Bermuda to England, after a severe illness, Lieut. Alexander Carroll Nelson.

In Dublin, Lieut.-Col. Disney, late 7th Royal Fusiliers.

Jan. 11th, at Bermuda, Vice-Adm. Sir Wm. Fahie, K.C.B. K.E.M. &c.

March 27th, at Portsmouth, Col. G. Duns-mere, R.M., at an advanced age.

On the 27th inst., at Mylor, near Falmouth,

aged 38 years, Capt. Thomas V.W. Weston, un-attached.

March 31st, Capt. Francis Weston, R.A.

At St Andrew's, Commander Thomas Methuen, R.N. aged 60.

At Derry, suddenly, Surgeon Kelly, R.N.

April 5th, at Kingston, in his 30th year, Rt. Vere Drury, Esq. many years Ordnance Store-keeper at Scarborough, in Yorkshire, and Tip-ner, in Hants.

Lieut. Robert C. Vickery, R.N. of the Sema-phore, Harnacle Hill, near Godalmin.

At the Royal Naval Hospital, Mr. Thomas Holloway, Master, R.N. and late of the Rover.

April 16th, at the Royal Dock-yard, Deptford, Lieut. Augustus Markett, R.N. aged 72.

At Passage, Waterford, of typhus fever, Lieut. Sam. Buchanan, h.p. 7th W.I. regt.

At Haslar Hospital, Lieut. Greenway, R.N.

April 19th, at his house, at Iwer, near Ox-bridge, in the 77th year of his age, the Right Hon. Lord Gambier, G.C.B. Admiral of the Fleet.

April 20th, at Chatham Barracks, Capt. J. Robertson, 48th regt.

April 23, at Charlton, Kent, Lieut.-Colonel Henry Rogers, ret full pay, R.A., late Ordnance Store-Keeper, Dublin, in the 75th year of his age.

METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

11V

MAR. 1833.	Six's Thermometer.		At 3 P. M.			Pluvio- meter Inches.	Evapora- tor Inches.	Winds at 3 P. M.
	Maxim. Degrees.	Minim. Degrees.	Barom. Inches.	Thermo Degrees	Hygrom. Parts.			
1	44.5	39.6	29.00	42.3	768	—	.045	NW a gale, with bad wr.
2	44.7	38.5	29.79	42.6	721	.044	.035	S.W. gentle br. and cloudy
3	48.3	43.3	29.73	47.2	769	.056	.056	E by S. light breezes, fine
4	48.6	44.9	29.83	47.0	739	—	.045	N.N.E. gentle breezes, cldy
5	47.4	42.3	29.86	45.3	728	—	.066	N.N.E. light airs and cldy
6	47.6	41.5	29.97	44.0	736	—	.059	E.N.E. light airs and cldy
7	47.0	38.6	30.28	42.3	724	.012	.056	E by S. gentle br. fine day
8	40.4	33.0	30.18	39.2	778	.064	.058	E.N.E. lt. breez. with snow
9	42.8	35.6	30.27	39.9	689	.014	.048	N.N.E. lt. airs, with sleet
10	39.3	36.6	30.02	38.6	678	frozen	.055	N.E. by N. lt. breezes, snow
11	40.4	35.5	30.06	40.0	668	—	.047	E.N.E. lt. wds. & squally
12	40.8	35.1	30.02	40.8	663	—	.040	N.N.E. gentle br. & fine
13	42.7	32.0	29.67	42.5	480	—	.037	S.E. light br. beautiful day
14	43.7	34.7	29.41	38.9	608	—	frozen	N.E. mod. br. beautiful day
15	39.7	34.6	29.47	39.7	644	—	.044	E. fresh breezes & fine
16	42.0	36.4	29.56	42.0	671	—	.048	E. by N. str. br. in squalls
17	42.6	39.6	29.62	40.3	686	—	.050	E.N.E. gentle br. fine day
18	40.7	38.8	29.79	40.5	720	.006	.042	E.N.E. mod. br. variable
19	41.5	37.9	30.01	41.5	709	.005	.038	N.N.E. fresh br. fine
20	42.4	35.3	30.01	41.0	678	—	.035	N. by W. str br. & squally
21	41.9	35.8	29.94	38.4	683	—	.034	N. by E. gent. br. shwrs.
22	41.6	35.2	29.90	37.6	695	—	.033	N.N.E. lt. br. with snow
23	41.3	34.8	29.92	39.0	674	—	.037	N.N.E. gentle br. variable
24	41.6	34.3	29.94	40.0	663	—	.035	N.N.E. lt. airs, sl. shwrs.
25	41.9	34.6	29.92	39.8	672	—	.036	N.E. by N. light br. shwrs
26	42.2	36.8	29.97	41.2	675	.066	.037	N.E. light airs & fine
27	43.7	36.5	29.97	42.4	674	—	.040	S.E. moderate breezes
28	45.8	38.2	29.98	45.8	676	.006	.046	S.W. gent. br. & cloudy
29	48.2	38.0	29.82	48.2	562	—	.050	S.S.W. lt. breezes, cldy day
30	45.4	39.5	29.71	43.6	556	.014	.036	S.W. gent. br. fine day
31	53.2	40.0	29.70	51.8	456	.045	.050	S.S.E. fr. br. and fine.

ON THE OVERLAND INVASION OF INDIA.

• “We shall negotiate with the English at Bombay.”—*Petersburg Gazette*.

An opinion has been gaining ground, for the last half century, that, in the event of a rupture between Great Britain and Russia, an attempt might be made by the latter power against our Indian possessions. It was not the interest of the cabinet of St. Petersburg to allay our ill-concealed fears on this subject: on the contrary, that ambitious and Machiavelian government always made the most of our apprehensions, and took even some pains to ascertain the nature of the countries intervening between the Indus and the Russian frontier; so that as many plans for the over-land invasion of India are said to be deposited in the archives of the war-department at Petersburg as at Paris. It is useless to enter into any detailed account of these schemes: as far as they are known, they serve but to illustrate an important moral truth, showing, that, in exact opposition to the conception of great and noble undertakings, which raise the genius of the projector to the level of their execution, the “base lure of gain” (and all these plans of Indian conquest originate only in a low desire for plunder) tends only to narrow and contract the judgment in the same proportion that it inflames the imagination. Lieut.-Col. De Lacy Evans, an officer of great talents and experience, was the first, so far as is known to the writer of this article, to call attention to the possibility of carrying an army up the line of country traversed, rather than watered, by the Oxus. This long, low, and narrow stripe of *steppe* land, considered already in the time of Herodotus as the usual gate through which the Asiatic tribes invaded Europe, is described by Ritter, in the second volume of his great geographical work just published*, “as almost totally destitute of wood, verdure, or productive earth; the soil everywhere impregnated with salt, covered with drift-sand, and bearing little besides the spare and thorny shrubs of the desert.” Notwithstanding the difficulties that the passage through such a country would naturally present to the advance of an army, Colonel Evans’s idea is still the only one, yet advanced on the subject, that seems at all deserving of serious attention; and how far even his opinion may stand the test of professional investigation remains to be seen. If, passing over half the obstacles that an army following the route pointed out by Col. Evans would be certain to encounter, we shall still succeed in showing the impracticability of such an enterprise, we may of course be excused from investigating any of the other plans, hitherto suggested, for driving the “dominators of the sea” out of India, as the execution of the best of those, that are not absolutely ridiculous, offers incomparably greater difficulties than the one against the possible adoption of which by our enemies the gallant Colonel has so ably warned us. The reader will not expect that we should seriously enter the lists against the projectors, who deliberately embark entire French armies on the sea of Suez, where there are neither ships nor materials for building them; or that we should stop to refute the imaginative tacticians who, in three sentences, canter

* Erdkunde von Asien. Berlin, 1832.

fifty thousand warriors of the great nation across the deserts of Syria and of Persia, to the very gates of Calcutta.

In an inquiry of this nature we must reason principally from analogy, because, owing to our imperfect knowledge of central Asia, we can form but imperfect notions of the difficulties that might be encountered by modern European armies in marching through such half barbarous regions; and, as to any aid or reinforcements by the way, we cannot possibly comprehend from whence they are to be derived.

And now to the more direct parts of our subject.

Considering the difficulty experienced at Lisbon by Sir John Moore, in merely equipping some twenty thousand British troops for a march into Spain, the complicated operation proposed by Lieut.-Col. Evans, of bringing a Russian army down the Wolga, transporting it across the Caspian, landing it in the Bay of Balkan, marching it by Kiava to the Oxus, embarking it on that river, and then ascending to Bokhara, seems certainly no easy undertaking. Yet, as it cannot be called impracticable, let us suppose it achieved, notwithstanding the jealousy of the natives, and the obstacles, short of actual hostility, they would not fail to throw in the way of its execution. And, having made this liberal concession in favour of the first campaign, let us further suppose a Russian army of adequate strength (whatever that may be), after wintering at Bokhara, started for the invasion of India at the best season of the year, with all its necessary supplies and *materiel*, and let us then judge, from former events, what would probably be its fate.

Napoleon started from the banks of the Oder in May, 1812, for the invasion of Russia, with about 550,000 men. The main body of this army, under his own immediate command, consisted, at the commencement of the campaign, of 295,000. On the 7th September it brought only 120,000 into the field of Borodino, and, allowing 30,000 to have fallen in the previous engagements, and this is much above the mark assigned by any of the historians, what became of the 145,000 still left unaccounted for? Any one acquainted with war can easily answer the question,—they fell to the rear, or perished from want, misery, and fatigue. The distance this army had to traverse was, in a straight line, less than 500 miles, for many of the French corps were not only in advance of the Oder, but beyond the Vistula. They started from the most fertile countries in Europe, from the midst of their depôts, from cantonments where they had been stationed for years and making preparations for months; their march lay through peopled, civilised, and cultivated countries, and was performed in the finest season of the year, and yet they could not, after such a four months' march, bring one half of those into battle who had escaped the sword. We have stated the distance from the Oder to Moscow, in a straight line, at 500 miles, and in military calculations we add a quarter to the straight line of distance to make up for the windings of the road, which, together with the *détour* made by the French army round Smolensk, will give a distance of about 700 miles actually marched over. If, then, a march of 700 miles along fine roads and level ground, (for the country between

* The second edition of the Marquis De Chambers's *Philosophie de la Guerre*, states the total number of the grand army that actually entered Russia, at 613,000, so that we have 63,000 men to the good.

the Oder and Moscow is almost a perfect flat,) commenced under all the advantages above enumerated, was attended with privations and fatigue to occasion a loss so tremendous, what is likely to be the fate of an army having double the distance to go before entering fairly on the scene of action, and under circumstances of far greater difficulty and hardship?

The expedition of Hannibal furnishes another example of a similar loss: that great commander took five months to march with his unincumbered ancient army (for he left his heavy baggage behind under the care of Hanno) from New Carthage to the banks of the Po, a distance of 6800 *Roman* stadia, or about 850 of their miles. With the precaution that might have been expected from such a leader, he had caused all the countries between the Pyrenees and the Alps to be carefully reconnoitred beforehand, and had entered into treaties with the intervening Gallic tribes for the supplies that his army might require; yet, notwithstanding these judicious arrangements, he lost two-thirds of his men by the way, though the march was performed in the best season of the year, and free from all opposition, except what was experienced in the Alps, which, having only plunder for its object, was neither very systematic nor determined.

Let not the *amateur* pedestrian, who journeys pleasantly from one *albergo* or *pasada* to another, be surprised at such losses. A march, however fatiguing, that is sure to close at last with a good supper and a warm bed, and a march from one wet and cheerless bivouac to another, are altogether different things. With regular food, rest and shelter, a man may do a great deal; yet even with these he requires, after long-continued exertion, some respite from toil in order to recruit his exhausted strength. But, in all marches extending into uncultivated countries, beyond the reach of depôts, food, both in quantity and quality, becomes precarious, while rest depends entirely on the clemency of the weather; and every day of want and night of rain lessens, though imperceptibly at first, the soldier's strength, so that, in the end, a blistered foot from accident or bad shoes, a slight attack of dysentery from uncertain diet, or only a week's exposure to rain, will oblige a man to fall to the rear. And in a long continuous march, like that to Moscow, or the one now in question, all such men must either delay the whole army, or they are lost; for where the cause of the evil is constant, it cannot be expected that rest, and the means of healing the foot or curing the dysentery, (if even within reach,) should enable the convalescent, not only to make up his lee-way, but to go through what he was unequal to before his illness or accident. The young and the weak are of course the first to give in; but, as want and fatigues augment, as time flies and hopes decay, the ranks thin in proportion, till at last a few nights of rain and days of deep and cheerless road, or unrefreshed toil and exposure under the scorching rays of a vertical sun, bring down entire sections, and exhibit, in the rear of the line of march, scenes of suffering that few who have not witnessed can well picture to themselves, and from which death offers, too frequently the only, and, in such situations, not always the most unwelcome relief. The strong of limb, the high of heart, and above all the soldier bronzed in many a field, and nerved to toil by many a march, will long indeed bear up against every hardship; but "prolonged endurance tames the bold;" and where is

the strength that for the best part of a year shall support toil, precarious subsistence, and constant exposure to all weathers, from the frozen snows of the Hindoo-Kho to the boiling exhalations of the Punjab? In ordinary campaigns, carried on at no great distance from the frontiers, the very operations occasion halts and delays that enable convalescents and stragglers to find their way back to the army with the convoy and detachments that are constantly advancing to its aid; but, in crossing the *steppes* of Central Asia, these advantages fall away, and moreover, a musket and sixty rounds of ammunition are there treasures not likely to be left in the hands of an invalid.

The distance from Bokhara to Attock on the Indus is, in a straight line drawn on Rennell's Map, 630 miles; and from Attock to Delhi in Northern India, (and an army must at least enter the country it intends to invade,) 440 more, making 1070 miles; that, in the same proportion at which the march of Napoleon was before estimated, should give at least thirteen or fourteen hundred miles of march, or double the distance that cost the armies of Hannibal and Napoleon nearly two-thirds of their numbers, the line of march being besides intersected by the Hindoo-Kho mountains, the formidable barrier of the Indus, and the five rivers of the Punjab, the former superior, and the latter all equal to European streams of magnitude.

Colonel Evans says, that to arrive at Attock, the first point of probable collision between the invaders and defenders of India, both parties would have to perform a march of nearly equal length; but he forgets that a march through our own, or subject territory, where every preparation may precede the troops, and every aid close in upon them as they advance, and a march through strange, not to say hostile countries, where no preparation can be depended on, and where no aid will close in, cannot possibly be measured by the same scale. It is like sailing the same distance with a fair or a contrary wind.

Of the Hindoo-Kho Major Rennell says, that it "swells to a great height and bulk, and is covered with snow till the month of August." And Ritter, in the introduction to the first and only volume of his *Geography of Asia* yet published, describes it as forming the connecting link between the eastern and western division of the great mountain mass that stretches from the coast of the Corean Sea to the Euxine. The Hindoo-Kho, he says, is not a single mountain-chain, like the Andes, but an entire system of such chains, rising to the greatest elevation, and forming, in its unconquered loneliness, the almost unknown and untravelled mountain centre of the entire continent. From Arrian we also know that it took Alexander's army fifteen days of great suffering, owing to the deep snow, and the total want of all necessaries, to cross the northern ridge alone; and Q. Curtius tells us, that the whole country is so constantly covered with frozen snow, that no traces of birds or beasts are to be found in it. *Monsieur de St. Croix* amply establishes the veracity of the ancient historians, by the corroborating testimony of Bernier, Forster, Sherreffedin, Backoy, and the Jesuit missionary Desideri, which last, after speaking of the dreadful cold he experienced in these regions, says, "*ces montagnes sont une vraie image de la tristesse, de l'horreur et de la mort même.*" What may be the extent or height of these mountains has never, we believe, been ascertained; but as we know that their tops are constantly covered with

snow, and as the lowest line of perpetual snow on the northern ridge of the Himalaya, of which they form but a continuation, is 17,000 feet above the level of the sea, and as the base and ramification of all mountains, except in mere volcanic formations, is in exact proportion to their height, we may easily conceive what an extent of mountain wilderness they must present, and what a formidable obstacle they would oppose to the progress of a heavily encumbered European army. Major Dirom, in his Account of the Campaign of 1791, says, that "after the road over the Ghaut had been finished, it took three weeks of hard labour to bring the battering-train, consisting of only fourteen 18-pounders, with their stores and tumbrils, to the top of the hill." Yet the Ghaut is but a single range, the highest part of which is nowhere 5000 feet above the level of the sea, or less than one-third of the known height of the Hindoo-Kho.

Making every allowance for the beauty and fertility of Caubul, a sort of gigantic Switzerland according to Major Rennell, being "made up of mountains covered with perpetual snow, hills of moderate height, rich plains, stately forests," &c., the country nearer the Indus is evidently of a very rugged nature; for, independent of the many difficult streams Alexander's army had to pass, and such rocks as Aornas, and others mentioned by the historians, he was obliged to cause roads to be levelled even for the march of his Macedonian army, though that army was perfectly unencumbered with baggage, the king having ordered the whole to be burnt previous to the Indian expedition. What figure a European army would make in such a country we shall see presently.

Colonel Snodgrass, in his History of the Burmese War, says, that "the army generally covered about five miles of road in its march up the Irawady, and that the head of the column had often arrived at its halting place before the rear had started." Now, if an army, never exceeding 5000 men, marching through a level, though not an open country, and whose stores were all conveyed by water, lengthened out to five miles, to what distance might an army of 40,000 or 50,000 men, encumbered with all its artillery, and with at least 150,000 * beasts of burden, lengthen out, in winding through the trackless defiles of the rugged and difficult country leading down towards the Indus? If we say only fifty or sixty miles, which is making no allowance for stores, does not the very idea of such an enterprise at once become almost ridiculous? for parallel columns are out of the question, where one practicable path will be difficult enough to find. What is this scattered mass, "dragging its slow length along," to do, if attacked in rear by a few light infantry only?—the head of the column is five or six days in advance, and the rest in proportion. Wherever a halt is made, it leaves an opening never likely to be regained; the advance may be overthrown before it can be supported, and the flanks are of course perfectly defenceless. Let any one fancy such a mass winding along the side of a difficult torrent or ravine, or beneath some high wall of granite, where a few hundreds or dozens only of marksmen have con-

* Far too small a number. Major Dirom says, that the cattle belonging to the confederate army before Seringapatam, and to the bringaries, amounted to nearly half a million, besides several hundred elephants, and nine thousand camels. Yet the army was comparatively close to its depôts. Multiply half the number of your cattle by the length of a horse or mule, and see what a result it gives.

trived to shelter themselves, and then fancy the confusion occasioned by the firing, the distress of the wounded, the floundering and plunging of horses, and the upsetting of guns, and the same scene acted perhaps at the same time in five or six points of the line of march,—night setting in, and the right track lost. Alexander, it may be said, easily overcame those who attempted to impede his march, but he was never systematically opposed; and besides, modern arms are for this sort of warfare, and for this only, far superior to those of the ancients. Entire battalions may be brought down by the musket and rifle from across torrents and precipices, at a distance at which the ancients could only be quiet spectators of the movements of their enemies. To secure or clear the flank of every difficult pass, on such a line of march, would of itself require an army and delay the march *ad infinitum*,—while to divide the army into a succession of columns, would only augment the number of weak points, without in the least diminishing the evil. In such an expedition the just principles of military basis, so ably explained by Bulow, must be entirely set aside; yet have they never been deviated from with impunity when resistance was made. Napoleon lost his army at Moscow for disregarding them; and Diebitsch forfeited at Warsaw the false and short-lived fame he had acquired by slighting them at Adrianople. An European army arriving after such a march in the countries leading down to the Indus, finding itself attacked in front, flank, and rear by bodies of light troops skilfully commanded, always giving way, but constantly returning, and finding the passages of the river securely guarded, should, were duty done on every hand, have no alternative left but to lay down their arms. Napoleon said to his army before the battle of Borodino, “*La bataille vous est nécessaire*,”—meaning, that the quarters of refreshment a victory would secure were indispensable in their situation. And it was truly said; for, let any one suppose this army, instead of finding rest and refreshment at Moscow, obliged to march two hundred miles farther through a rugged country, mostly laid waste, and arriving at last, not in good quarters, but on the banks of a river like the Indus! Now, in fact, is a stream of such magnitude to be passed in the face of a vigilant enemy? It must not be considered as an operation easily performed, because, in European warfare, such enterprises have generally proved successful. It is here to be performed after a thousand miles of march over barely passable roads,—want and toil having most certainly attended every step; it must be achieved in the face of a practised enemy, who, from the nature of the country, the scarcity of direct and the total absence of diverging roads, will know the very spot where invaders must reach the river. The Indus, twenty miles above Attock, where Forster crossed it, is already deep, rapid, and “three-quarters of a mile in breadth;” and Frazer says, that “owing to the depth and rapidity of the stream, and to the rugged nature of its banks, it is only passable for an army at Attock,” the ancient Taxila. Now, under such circumstances, we again ask, is this river, which cannot be turned, to be passed? In European warfare, the passage of rivers is effected by arriving unexpectedly at some unguarded point; stealing a march for that purpose, to the right or left, or driving the defenders from the opposite bank by a superiority of fire, and then crossing by means of pontoons, or such materials as the country may

afford. We have already seen, that to arrive unexpectedly at an unguarded point of the Indus is out of the question: to steal a march through an Indian jungle is difficult, through an Indian forest impossible; and would besides lead only to points all equally destitute of the means of effecting a passage: for, whoever has seen a pontoon-train floundering along a well Macadamized road in Europe will hardly expect to see such an exhibition on the Indus. Rafts may, no doubt, be constructed on some of the minor rivers and floated into the main stream; but, as no fire of artillery can afford them protection across a river of such breadth, and as they are not very manageable in a strong current, they will, at the best, a precarious navigation. But, whatever contrivance may be devised, it will require time; and to give the non-military reader an idea of the value of time to a suffering and exhausted army is totally impossible; for there is no standard of sufficient magnitude by which it can be estimated. Gold and jewels are but dross in comparison,—and fast as it always flies, fast as it may fly in love and beauty's bower, it flies even there with leaden wings compared to the lightning-speed with which it leaves an army that must pay with its ebbing particles of life for every hour's delay, and on which the loss of a day may bring ruin and destruction. Had Antioch held out a few days longer, the 50,000 survivors of the million of crusaders that entered Asia with Godfrey of Bouillon must have perished; and the army of Barbarossa was only saved from dying of thirst, hunger, and fatigue, by the capture of Iconium: had that place been defended for a single day, or been a single march farther off, it never would have been captured by the exhausted remains of an army led by the greatest man of the period.

As the passage of the Indus will have been good practice for effecting the passage of the five rivers of the Punjab, we shall suppose them all crossed, and the invading army arrived in the level country to the north of Delhi, which Major Rennell represents as the battleground where, in all ages, the fate of India has been decided. But, before proceeding any farther, we must first stop to inquire how long the invaders may have been in performing the march from Bokhara, and how they contrived to find provisions by the way.

If the French required from May to September to march over seven hundred miles of level road, (for the Russians never attempted to impede their advance, except at Smolensk and Borodino, Bonaparte's great difficulty being always to overtake his flying enemies,) what time must an army require to march double the distance, under the additional difficulties already mentioned? And besides having to make a great part of the road for the conveyance of its artillery! If we say only double the time, (and how much more might we not say?) then winter must set in. In the higher regions of these districts, winter is even colder than in Russia; and in the lower grounds the rains prevail to an extent, that the following extract from the Subaltern's Log-Book will best show:—

“The rain continued so incessantly, that we made no progress; never did I witness heavier rain, with stronger wind: trees were torn up by the roots in every direction; the rivers were so swollen that we were constantly obliged to halt to wait until they went down. On the 24th October the rains became so heavy, that we could not pro-

ceed, and were obliged to halt in a swamp close to a jungle. Our tents were far in the rear, and none of our baggage had come up: during that dreadful day, it was with difficulty we could sit on our horses. We remained in this state for three days,—and I scarcely know how our lives were preserved,—fevers and other diseases were contracted, which carried off many. On our getting to the regiment, I heard that one hundred men went to an early grave, owing to what they suffered on this dreadful occasion.*

If a single battalion, marching from one quiet cantonment to another, with every Indian comfort to help and recruit them, suffered so severely, what might, from similar causes, be the loss of an army cut off from all comforts, engaged in a long and toilsome march, and on the point of encountering the enemy? Stęgur says, that the grand army lost 10,000 horses, besides men and baggage, in consequence of a storm that happened on the very day they crossed the Niēmen. In the first French invasion of Portugal, the whole of Junot's army was dispersed by a two days' storm, near Alfayates; and we know that Charles V. was obliged to raise the siege of Algiers, owing to what his army suffered from a similar cause. The generous and magnanimous motives, free from all mean views of self, that will alone prompt the invasion of India, will no doubt induce the invaders to look to Providence for protection against similar mishaps, and they will do well; for without such aid, the snow-storms of the Hindoo Kho, the rushing avalanches of Caubul, or the tornados of the Punjab, might furnish another instance of the wretched weakness of man, when sent forth unsheltered to face the elements in their wrath.

Besides, how art provisions to be got in these wilds? Plenty of beasts of burden for the carriage of all kinds of food and stores may, no doubt, be found in Tartary; but how is forage for the carriers to be found? And where is the narrow line of march that can support such a number? The mule, the most useful beast of burden, carries only 300 lbs. weight, and requires at least 15 lbs. of food daily, so that it can, in fact, carry only twenty days provender for its own consumption. On green forage no continued work can be done; and even that is to be found only in verdant districts, immediately after the rains, or by diverging to a dangerous distance from the road. How then is this difficulty to be got over? To depend for supplies on countries thinly inhabited by nomadic tribes, would be precarious indeed; for, though the natives might not attempt any direct opposition, they would be pretty sure to act the part of retreating enemies, and remove all their goods and chattels beyond the reach of the invaders. Even the best-behaved armies seldom find friends in the countries they traverse, because they naturally inspire fear. When it is discovered that they do no harm, and that they pay in hard cash, then indeed people will be as ready to cheat as they were before to plunder them; but this is an understanding that it requires time to arrive at. In Central Asia it has never been heard or dreamt of; there, plunder is the general vocation; and being besides the cheapest and simplest mode of making the most of the passing strangers, it will, no doubt, be the one resorted to. Acts of violence and retaliation follow as a matter of course, so that the long line of march becomes, in the end, but one continued skirmish; not in itself dangerous to the practised soldier, but ruinous from circumstances. In

European warfare, the power of requisition, the orders of government, or the hopes of gain, bring down supplies from the countries adjoining the line of operations, and the number of roads permit armies to march in several columns; but, in central Asia, all this is out of the question. A few caravan-tracts are the only roads, and the advance of an army drives everything before it, in a country where the little that exists is easily removed.

That there may be some fine and fertile valleys enclosed between the Hindoo-Kho and the Indus, is probable; but ample allowance must be made, nevertheless, for the glowing imagination of the Oriental writers who have described them, as well as for the Europeans whose accounts seem to corroborate such testimony. It must be recollected, that anything like a verdant country will make a pleasant impression on a wearied caravan-traveller, just in proportion to the wild and barren scenes he may before have passed through: only there is a wide difference between what such a traveller will call a fertile country, and what will be so considered by the person who looks at it with a view to its supporting an army. Economists would say, and for once say truly, that where there is no demand there will be no supply; and in inland districts, inhabited mostly by moving tribes, destitute of roads and navigable rivers, as are the countries between the Indus and the Oxus, carrying on little or no trade, and least of all in such bulky articles as the necessaries of life, no supply of provisions equal to the demand of a large army will ever be found; as there is no rational ground on which the rearing and storing of so great, and in ordinary times, useless a quantity of food could possibly be accounted for. The ancient Germans, according to Tacitus, weighed all their plans after fasting as well as after feasting,—a judicious mode of proceeding, that we strongly recommend to the projectors of an over-land invasion of India. It will impress upon their feelings the importance of this part of the subject; for, let the finest army that ever took the field be but six days without food, and it will on the seventh be glad to exchange all the “pride, pomp, and circumstance of glorious war,” for a mess of pottage.

To give the non-military reader an idea of the endless, and, unfortunately also, indispensable *attirail* of modern armies, is totally impossible; but Manstien mentions in his Memoirs, that in the campaign of 1770, the Russian armies in Moldavia had from 70,000 to 90,000 wag-gons in their train, and were yet in want of everything; nor is the improvement that may since then have taken place likely to be in proportion to the increased distance and difficulties that would attend a march to India. To take, for instance, ammunition alone, the least bulky, but most indispensable article required for a campaign, and the want of which, for a single hour, might prove decisive of the fate of an army. Every soldier carries sixty rounds of ball-cartridge, weighing, at twelve cartridges to the pound, about five pounds; so that a single additional supply for 60,000 men would require 1000 beasts of burden for its conveyance: and how soon soldiers fire away their ammunition, independently of the damage to which it is liable, may be judged from the fact, that the French actually fired away three millions of ball-cartridges during their few days’ operations before Algiers. Further, during the Spanish sieges, every British 24-pounder fired about 300 rounds per day, (a thing never before equalled,) making, at 32 pounds per round,

powder and shot, a daily expenditure of 9,600 weight per gun. St. Sebastian, which was at last taken only after one of the most desperate assaults recorded in history, was battered at this rate for nine days with 20 guns, so that the expenditure, in heavy ordnance-ammunition alone, must have amounted to 1,728,000 weight, that, if carried overland, would have required 5,760 beasts of burden for its conveyance. As India has many St. Sebastians, defended ~~too~~ by those who have mounted some breaches, and who, as yet, have fled from none,—how many mule-loads of ammunition might it be advisable for the invaders to take with them on their expedition? That they will have no 24-pounders in their train may be taken for granted; but to obtain the same result with guns of a less calibre, requires not only more time, but more ammunition also. We are, in truth, allowing artillery to pass in courtesy only, for no heavy gun-carriages could stand such a march, even with the cumbrous means of repair that the artillery carry along with them.

That, independently of food, clothing, and medicines, ammunition is not the only requisite in modern warfare, may be seen in Colonel Jones's very excellent account of the Spanish sieges. It is there shown, that the first siege of Badajoz actually failed, and that all the sieges were greatly impeded, for want of engineers' tools, which, owing to the deficiency of conveyance, could not be brought up in adequate numbers. The same want of conveyance occasioned the unfortunate siege of Burgos to be carried on without any battering-train whatever. Does not this strange fact seem almost conclusive of the question? For, if the British army and the Portuguese government together could not find the means of bringing a proper supply of engineers' tools, in addition to other implements of war, over good roads to Badajoz, and a few battering-guns to Burgos, where will the means be found capable of bringing them all the way across the high and trackless *steppes* of central Asia, from the Caspian to the Indus?

As facts are said to be as good as arguments, we here beg to add another of the same kind. The Duke of Wellington, in his letter to the Marquis of Wellesley, dated 30th October, 1809, says, that "Owing to the bad forage, and to the want of regular supplies, the army lost 1500 horses in five weeks, exclusive of those lost in battle," making something more, perhaps, than a quarter of their whole number. This was during the Talavera campaign, in the best season of the year, and in the valley of the Tagus, the finest part of Spain, not perhaps inferior to Cabul; so that, supposing the invaders of India to meet with no worse weather, climate, or country on their march, and to suffer only in the same proportion, they would yet be totally destitute of cavalry and artillery, long before reaching the Indus.

How then, it may be asked, did Alexander, Nadir Shah, and others, reach India? It is easily shown; and as Colonel Evans lays some stress on the long marches of the Macedonian conqueror in Persia, and as Mr. Buckingham, whose local knowledge entitles his opinion to respect, advocates the possibility of an invasion of India through that country, we must here go a little out of our way to say a few words on both subjects.

Alexander's army was an ancient and a Macedonian army, and differed as much from a modern one as the present state of Persia differs

from the ancient. A rich, civilized, and cultivated country could easily supply provisions for a Macedonian army, and that was nearly all that such an army required; but endless ruins, scattered in the midst of barren deserts, alone mark the spots where Suza, Babylon, and Persepolis stood. Where thousands lived in luxurious abundance, the curious traveller can now barely find food for himself and his followers; the country is totally changed; the means of supporting armies have vanished, while the wants of armed bodies have increased in a tenfold degree. A little corn, ground between two stones, sufficed for the Macedonian soldier; and, armed with his shield and sarissa, he was independent of the endless *matériel* that render modern armies so slow and unwieldy; whilst the positive nature of ancient tactics easily dispensed with a large proportion of officers, whose horses, baggage, and attendants of every kind, now so much increase the followers of armies. Skilful in the use of arms, and knowing his exact place in the ranks, the ancient soldier knew, individually, almost everything that he could, under any circumstances, be called upon to perform. The close and deep formation of the phalanx confined the movements of entire armies to less ground than a modern brigade would occupy; their battles, fought mostly by day, and on level ground, enabled the chief not only to overlook the entire body, but his voice could give the necessary orders, and the pointing of a standard indicated the direction of a movement.

But these things are sadly changed now. Owing to the effects of artillery, extended formations have become necessary. Modern battles spread over miles of ground, so that, independently of the clouds of smoke, a very small portion of the combatants can be within sight, and still fewer within the hearing of the commander; he must therefore depend on reports brought from a distance, and send his orders in the same manner, which alone renders a numerous staff necessary to all who command, from a battalion to an army. To perform, with the automations to which modern tactics have reduced the private soldiers, complicated movements under the fire of artillery, that from a distance sweeps entire sections away, to take up exact formations with such men, under a shower of musket-balls, when both friends and foes are enveloped by clouds of smoke, and nothing is heard but the incessant noise of fire-arms, great and small, requires not only a large proportion of officers, but an unbroken chain of communication from the general in chief down to the youngest leader of a subdivision, far more complicated than any thing the ancients ever dreamed of in performing their simple and straightforward movements. Then organize, it has been said, a modern army on the system of the ancients. But the materials are no longer extant. In the ancient world—in Greece and Rome, at least—all freemen were, from infancy, trained bodily and mentally to the profession of arms; it was the universal vocation, so that military ideas, habits, and knowledge, “grew with their growth, and strengthened with their strength.” The Macedonians, in particular, of whom we are speaking, were, according to Arrian, a nation of shepherds, constantly obliged to defend their flocks sword in hand; and whose institutions were all of a military nature. Such men, trained from early youth to athletic exercises, were capable of undergoing privations and performing marches not to be expected from modern armies. For

instance, when Alexander went to attack Spitamenes, then besieging the citadel of Maracauda, he marched 1500 stadia in three days, which, at the lowest estimate assigned by Major Rennell for the itinerary stadium of Arrian, gives, in round numbers, a rate of forty-five miles a day,—a distance that few men in the ranks of modern armies could go at any time, and still fewer with their heavy load of baggage and appointments.

But, though the expedition of Alexander cannot serve as a precedent in modern times, the loss he sustained in his Indian campaign may serve as a warning. What the exact amount was we do not know; but it was sufficient to terrify his followers,—men who had given ample proof that they were not easily daunted, but who now forced their reluctant monarch to turn back from the banks of the Hyphasis, one of the tributaries of the Indus, before he had fairly entered, much less conquered, India. But had he marched triumphantly even to Cape Comorin, it would prove nothing in the present question. The Macedonian army, far superior to the mercenaries of Hannibal, traversed without difficulty the whole of Asia Minor, where, fourteen centuries afterwards, hundreds of thousands of crusaders perished from want and fatigue in the comparatively short march from Gallipolis to Antioch; and the 40,000 French who landed in Egypt under Napoleon could not even extend their conquests to the walls of Acre. There having been giants on the earth is no reason why pigmies should fancy themselves capable of bestriding the majestic world.

Let us now see how far the expedition of Nadir Shah bears on the subject. That conqueror, who was a native of one of the mountainous districts bordering upon India, invaded that country in 1739, at the head of some 60,000 of his followers,—men who had before raised him to the throne of Persia, and who knew well the ground they had to go over. A horde of Eastern warriors, mostly mounted, easily traverse large tracts of country. Even as far back as the time of the Romans, they were famous for such marches; and Tacitus, in the eleventh book of the Annals, states that Bardanes marched three thousand stadia in two days—"biduo tria millia stadiorum invadit;" and many other marches are recorded, which no Europeans could possibly perform in that climate. Such armies have neither stores, baggage, nor ammunition to look after. The general rendezvous and object of the march are known, and each man finds his way onward in the best manner he can: if provisions and forage are not found at one place, it is only riding some ten or twenty miles farther. If a tract of desert is known to intervene, they take a few days' food with them on their horses, and force a march across at a rate that no European could dream of, and rest and recruit themselves when they get to a fertile district. Those who can thus eat and plunder their way through, join at the trysting place, and dash onward; those who cannot are never inquired after. If the first onset succeeds, well and good; if not, it is "*saute qui peut*." But as to systematic operations, they are never thought of.

In this way Nadir Shah took Delhi with little opposition from the weak and timid soldiers of the Mogul; called himself conqueror of India, into which he had hardly penetrated; and returned loaded with spoil, the real object of the expedition. Such predatory invasions,

undertaken against practised and warlike enemies, can never end in any thing but discomfiture and disgrace. An enemy of this kind could not now capture the most ordinary village or hamlet—could not even approach a cane-field or rice-ground; and the passage of a jungle or a forest would be certain destruction—the very fate that the Pindarees, the exact representatives of such armies, experienced a few years ago.

In the present state of the science of war* no army, be its numbers ever so great, can bring any offensive operation of magnitude to a successful termination, if destitute of any of the three branches constituting the strength of armies. The absence of artillery, for instance, the most cumbrous of all, renders an ordinary field-work or well-stockaded post unassailable unless with a loss that the army of Xerxes could not long support; for notwithstanding the number of posts and redoubts carried by the bayonet during the late war, it may be safely asserted that a well-stockaded field redoubt, defended by British infantry, would be nearly impregnable to infantry only. What, indeed, are the assailants to do on arriving at the ditch of such a work, from behind the parapet of which two rows of infantry are coolly and in perfect security plying their muskets? To press on is useless, owing to the stockade; and to cut it down under the fire of men who do their duty, is in truth no easy matter;—there seems nothing left for it but to fill the ditch and top the stockade with the slain, or to go to the right about; and the latter alternative would probably be the one chosen.

We are, of course, speaking of off-handed attacks only. With preparation more may no doubt be effected against mere redoubts; but we all recollect the convents of Salamanca,—that were not easily taken even with preparation, and the aid of artillery to boot; and India will not be found destitute of temples, pagodas, and buildings of strength. British infantry, whose strength is, or should be, in the attack, were seldom called upon, during the late war, to defend works or posts; but they showed at the very last what they were capable of in this way. The night of the sortie from Bayonne, Captain Forster, of the 38th regiment, maintained with his company a house, the lower part of which the enemy were actually in possession of; and the most desperate and often-repeated attacks of the French failed to drive Captain Bulkeley and a party of the Royals from the church of St. Etienne: “Defend the church of St. Etienne to the last!” were the dying words of General Hay; and aptly executed was the order, sealed with the death of the gallant veteran. “Don’t spare them, lads—there’s plenty of room for more in the church-yard!” was Bulkeley’s injunction to his men; and never was a church-yard better filled in so short a time.

How incapable European troops are of performing marches perfectly easy to Asiatics, has also been shown within these few years. Bundaloo, the Burmese general, marched his entire army the whole way from Aracan to Rangoon: yet a small British force of only 2000 men was, next season, unable to reach even the banks of the Irawadi by the same tract, a distance of only 150 miles, about equal to what the Eastern cavalry of Bardanes performed in one day, and the army of Alexander in three. The Assam detachment, having but little farther to go, never effected its junction with Sir Archibald Campbell at all.

* We do not mean the high state of the science of war, for it has plenty of weak points; but such as it is, it must be met with at least equal arms.

When the schoolmaster shall have traversed the plains of Tartary, when the great Chan shall have conned his Adam Smith and Ricardo, and when M'Adam shall have stretched his polypus arms across the Hindoo-Kho,—then, and not till then, we may seriously talk of an over-land invasion of India. What its results may then be, it would, of course, be idle to speculate upon, seeing that we do not know what may then be the relative situation of the different parties; but what would now be the result of an actual invasion of India, if an army could get there, may be pretty well made out by a reference to history and to those principles which generally influence human actions. And as we have already supposed the invaders safely arrived in Northern India, let us now see what would probably be their fate.

It has been said that such is the misgovernment of India,—meaning that so ill-governed are the many for the benefit of the few,—that a hostile army has only to show itself on the soil of Hindostan, to ensure a general rising in its favour. This assertion we venture to combat: the countryman may, after long sunshine, wish for a reviving shower, but he will not, on that account, hail the rising of the tropical thunder-cloud that bears the wide-wasting tornado in its bosom. The time of mere capricious tyranny has long since passed away, not only from our country, but from our colonies also; the press and public opinion, by rendering the government in some measure dependent on the support of the governed, have linked their interest so closely together, that the advantage of the former can only be forwarded by the prosperity of the latter: and, though it may not be given to all men to act up to the stations in which chance at times places them, yet low and grovelling indeed must be the mind that will not be excited by preferment to noble exertion. The bad in grain alone are hardened by prosperity; in all others, fortune and success will kindle to a flame the slightest spark of just and honourable feeling. But leaving virtue and noble ambition out of the question, as it appears they must never be conceded to rulers for the time being, by what means can the private objects of the governors be so surely attained as by a wise and upright discharge of the duties intrusted to them? Who would be a slave for farthings when honour offered thousands? Errors and mistakes there may be, perhaps must be, in mere earthly governments; but to suppose that where there is light to guide, and where the object is good, the balance of result will yet be evil, is a monstrosity implying no less than the existence of some dark power capable of counteracting all the best efforts of human exertion. That the government of India must, at times, have fallen into error, is self-evident, for no general system of laws or regulations, however wise in theory, could possibly have been applicable to the government of the heterogeneous mass that so suddenly came under their sway; all that could be done was to remove the causes of evil as they became apparent; and the wonder only is, that a government of such mere expediency should already have performed such great things.

From the earliest time until its entire subjugation by the British, India appears to have been divided into sects, castes, tribes, and nations; the latter, as usual, more frequently at war with each other than at peace; so that there never was, in fact, one entire Indian nation or united Indian people; nor is there now any general bias or feeling.

in the country except what is arrayed on the side of the British; being the natural bias of all those individuals, of whatever sect they may be, who are doing well and prospering. There are, no doubt, many princes who have lost their real sovereignty, and men of rank who have lost their power, and who would be glad of any change likely to restore them to their former consequence; there may also be a number of turbulent adventurers willing to join any enterprise holding out a prospect of fame and fortune; but they form no united class or nation, and are only so many isolated individuals, scattered over an immense country, without any connecting link capable of ensuring a simultaneous and combined mode of action;—so that, joining the invaders, if at all, in small detachments only, more in want of aid than capable of affording it, and infinitely more disposed to plunder under the protection of the strangers than to fight for them, they would embarrass more than they could possibly assist. The princes of Hindostan have lost the power of bringing their former subjects into the field; and the peaceful artisan or labourer will not leave his house and home at the mere beck of a despot who can no longer compel, and whose government never afforded the security and protection that are enjoyed under the British. Religious toleration, in its fullest extent, has ever been looked upon by the Hindoos as constituting, in some measure, civil liberty and national independence; and the government that respects their prejudices, and grants them protection and perfect freedom in all lawful pursuits, will always be sure of their support; and, all things considered, no great wonder either. The comparatively small number of Mahometans are, no doubt, of a more restless and turbulent disposition; but while they also enjoy personal freedom and religious toleration, it will be difficult to show on what principle they would abandon one Christian power granting such protection, to join the standard of strangers, (least of all that of Russia, to the followers of the Prophet the most hateful of all the Christian powers,) of whose future intentions they could know nothing. Such conduct is not consistent with human nature, least of all with the cautious character of the Orientals, a truth that was strongly illustrated during the late Burmese war.

When the British army attacked Rangoon, it was expected that the people of Pegue, who had but lately been subdued by the Birmans, and had not been ever well treated by them, would have joined us against their conquerors and oppressors; and that the Siamese, who had also their full share of wrongs to avenge and some fine provinces to reclaim, would have availed themselves of the same opportunity. From recent conquest, and from the capricious despotism of Asiatic governments, there was some plausible ground for entertaining such an expectation, and yet it was in neither instance realized; the people of Pegue remained quiet to a man, and the Siamese contented themselves with sending a complimentary letter to Sir Archibald Campbell, styling him the taker of towns indeed, but leaving him the undivided honour of making the captures himself.

On what rational principle are we then to suppose that the people of Hindostan would act differently, and rebel against the best government they or their fathers ever knew, merely to assist strangers of whom they could know nothing? It would be a far juster conclusion to say, that the sensitive prejudices of the Hindoos, and the stern bigotry of

the Mahometans, would make them fly with horror from the brutality of Russian soldiers unacquainted with their habits and feelings, and rendered ferocious by the fatigues and privations of a long march, and by the disappointment of finding war and toil, instead of luxury and repose awaiting their arrival in the land of promise.

The British army was on two occasions sent to assist nations in throwing off the yoke of a foe really oppressive and justly hated by all ranks. Both in the Peninsula and in Holland we were received with loud cheers:—" *Viva el Rey!*" was shouted in the one, and "*Orange boven!*" in the other; nor did "Turk Gregory ever do such deeds in arms" as were to be achieved by our side; but as soon as the battle was to be fought, or difficulties to be overcome, we were in both countries left to our own resources. Colonel Napier's book has done justice to the value of the Spanish assistance; and, in the short campaign of 1814, not a single Dutch soldier appeared in the field. The Roman yoke was not a light one, yet none of the allies fell off, even in favour of Hannibal, till after the battle of Cannæ; and the wonder only is, that, after such a catastrophe, any remained faithful. History is full of instances that show how much rather men bear

" the ills they have,
Than fly to others that they know not of."

After the defeat of the Danes and the peace of Lübeck, in 1629, protestant Germany was left at the mercy of the emperor, and experienced "such mercy as men show in civil wars;" the chronicles of the times being, in fact, little more than records of the excesses committed by the lawless bands of Tilly and of Wallenstein; yet when, in the following year, Gustavus Adolphus landed in Pomerania at the head of a Swedish army, not a single man joined his standard. It was not till a year's success had given him firm footing, and till the forced alliance of the Saxons had enabled the combined armies to gain the decisive battle of Leipzig, that the protestant princes ventured to join their deliverer, who, by the fortune of war, had become the stronger. When the invaders of India shall have gained such a victory they may expect to be joined by all the Hindoo tribes and nations who shall have wrongs to avenge equal to those the German protestants had to complain of, that is, who shall have seen their religion proscribed, their temples demolished before their eyes, their children torn from them to be educated in a different faith, and their possessions placed at the mercy of a lawless and ferocious soldiery.

Let us now see what prospect there is of the invaders gaining such a victory over the men of whom Foy says, "*Au jour de combat on retrouvera les soldats d'Alexandre,*" and the "stern combat of Talavera" may serve as a standard. Napier states the British force engaged at 20,000 men, feebly aided by 40,000 Spaniards; and the French he estimates at 50,000. Including the European regiments of the East India Company, and one or two battalions that, in case of emergency, could easily be brought from Ceylon, very nearly that number of British might even now be assembled in India, and could be assisted by sixty or even one hundred thousand Sepoys, far superior, both in bravery and discipline, to the Spaniards of Cuesta, who could not be depended upon for a single movement, but remained quiet spectators of the action.

The invaders of India will, therefore, have to effect more on the day of battle than what 50,000 French troops, in high order, and commanded by experienced officers, were able to achieve in Spain at the very gates of their magazines. Bearing in mind the losses sustained by the armies of Hannibal and of Napoleon in performing the much shorter marches before alluded to, and recollecting that the French were almost constantly victorious when contending against the Russians,—quære, how many men of another nation will have to leave Bokhara in order to arrive in India strong enough to perform more than the 50,000 French were equal to?

We have mentioned a battle merely to show what its result might probably be; but we think that the East India government would manage ill, which in military matters they seldom do, except when the spirit of retrenchment gets amongst them, if, with their resources, knowledge of the country, long time for preparation, and above all, with the knowledge of the very spot where the invading army would have to débouche, they could not take such measures as to leave them no alternative but that of laying down their arms. Dirom, in his account of the campaign of 1791, says, "The followers of an army in India, on being counted at four times the number of the fighting men, will appear to be a moderate estimate, on considering the particular circumstances and customs of the country." Further, "There are no towns to be depended on for supplies; and an army in India not only carries with it most of its means of subsistence for several months, but also a variety of necessaries which are exposed daily in the bazaars like merchandise at a fair: a scene resembling more the emigration of a nation, guarded by its troops, than the march of an army fitted out merely with an intention to subdue an enemy." Allowing an invading army to be rich enough to attract such a multitude of people, whose object, of course, is only gain, how are they to be protected, where there is a mere line of march and no secure basis of operation, against the *guerre de chicane* that may, and no doubt would, be carried on against the invaders from every point of the compass? These attendants would naturally fly at the approach of danger, and what could the army do without them? Let not the European soldado fancy, that these followers of the camp are the mere ministers of eastern luxuries; they are, in fact, so many servants only, whose labours ensure for the soldier the means of obtaining rest and food after the fatigues of the field. In other countries, soldiers can, for the most part, take care of themselves; but under the burning sun of India, they can do little more than perform their military duties; and to enable them to support even these in a climate so enervating, the means of restoring and recruiting the rapidly exhausting strength of the human frame must be constantly at hand.

Without entering into details, that would be endless, it may be safely asserted, that owing to the rapid consumption of all military *matériel*, from men to shoe-soles, no army can now carry on protracted operations when separated by distance, locality, or the enemy, from its depôts and regular sources of supply: it resembles the bough torn from the tree, that retains for a time both strength and verdure, but begins to decline from the moment it ceases to receive from the root or stem its regular proportion of nourishing juice; or, to speak more profession-

ally, it is like a ball forced from one of our own engines of destruction, that begins to sink soon after it leaves the cannon's mouth, and whose furious career is but a progressive declension, till, within a measured space, it falls to the ground and remains innocuous unless again sent forward by a fresh supply of impelling power. How, for instance, could an army, beyond the reach of regular supplies, have recovered from the situation to which, according to Dirom, Lord Cornwallis's victorious army was reduced after the opening of the campaign of 1791?

"The Mahratta armies," says that able officer, "having advanced to Seringapatam in May, 1791, later than the appointed period, their delay and other unfortunate circumstances reduced Earl Cornwallis to the necessity of destroying his battering-train, after having defeated Tippoo Sultan in a pitched battle on the 15th of that month, and obliged his Lordship to lead back his victorious army," &c. &c. "The tents and clothing were nearly worn out, the arrack as well as the rice was almost expended, and in this situation the assistance of the troops was necessary to carry back part of the intrenching tools, which it might be difficult to replace, and to drag the field-pieces and tumbrils attached to their corps, a task to which the surviving cattle were unequal in their weakly state. Great part of the horses of the cavalry were so reduced by want and fatigue, that they could no longer carry their riders, and many, unable to march, were now shot at their piquets. The ground at Caniambady, where the army had encamped but six days, was covered, in a circuit of several miles, with carcasses of cattle and horses; and the last of the gun-carriages, carts, and stores of the battering-train left in flames was a melancholy spectacle, which the troops passed as they left this deadly camp."

Separated by 2000 miles of precarious road from its nearest depôts, how could an army recover from such a situation in the face of practised enemies, having not only the resources of India at their command, but being perfectly within reach of whatever reinforcements or supplies Great Britain might be disposed to send them by a safe and uninterrupted mode of conveyance? In our own time, an isolated, and, to a certain extent even unencumbered, army may make a successful dash, or *coup de main*, at a post, fort, position, or sugar island; but against a country like India, 1500 miles in length, and 1000 in breadth, covered with strong-holds, having three capitals, each capable of standing a regular siege, and no place of vital importance to its safety, such an enterprise is entirely out of the question.

Taken as a body, the officers, civil and military, of the East India Company's service have given evidence of the highest order of talent. Whether this arises from young men starting more fairly in India than in other countries, where rank and station are alone sure passports to success, or from being called upon, at an early period of life, to exert whatever energy of character they may possess, freed in a great measure from the trammels of form and precedent, we pretend not to say; but judging from what is known to all, the fact seems indisputable. During the late Pindarree and Mahratta wars, subalterns and captains commanding detachments gave proofs of skill, promptitude and decision, that would have done honour to the highest rank; and while the Sepoys shall be commanded by such officers, they will be equal to any troops that can be brought *against* them in India; for, however inferior they

may be to European veterans in some respects, they will only be called upon to fight under circumstances most favourable to their own qualities, and least favourable to those of the invaders, who must of course be prepared to fight under all circumstances. If, therefore, the civil and military officers do their duty as ably as they have hitherto done, a European army now entering India would be exposed not merely to the army in its immediate front, but to the whole power of India, that, like the waters of the ocean, would close around and press upon the invaders from every quarter. Their army would be encompassed by foes acquainted with the country, and having, from the very vastness of that country, a safe retreat in every direction, and however few in number on particular points, everywhere strong enough to harass, to destroy stragglers, and to keep supplies at a distance; leaving the invaders free scope to move, indeed, for they would not move far, but leaving them nothing more than the wasted ground within the reach of their arms. And what proportion of space could the bravest and most numerous army arriving from Europe occupy on the immense peninsula of Hindostan? They would be made to pay for every defile, pass, or difficult piece of ground. If a post had to be defended, Hougoumont should be the watchword,—if to be attacked, Badajoz and St. Sebastian should be the war-cry. The value of such splendid deeds of arms is not confined to the local advantages that result from them at the time; they serve as bright examples for future imitation, showing how much may be accomplished, where there is—

“The will to do, the soul to dare.”

No invading army can bear up against such a system of warfare in any climate, least of all under the burning sun of India. Invaders, to be successful, must seize places of vital importance to a country, strike great and dazzling blows, to frighten the weak, bring over the wavering, and capable of intimidating all but the master spirits whom the rocking of the world would not move from the bright path of honour and of fame. But in India, there are no places of vital importance to the safety of the whole country, nor can decisive blows be struck against a practised enemy, perfectly conscious of his strength, and who can safely delay to strike till he can strike with deadly and unerring aim; fully aware that time, by daily augmenting his force, and by diminishing that of the invaders, must in the end deliver them up bound hand and foot. Between two armies so situated there can, in fact, be no contest;—it is a false Don Quixote charging the wind-mills, not under the generous delusions that impelled the gallant knight of La Mancha, but blinded by the hope of filthy lucre.

To give to the entire undertaking a solid basis of operation, capable of securing it against the evils above mentioned, becomes of itself an enterprise of time, labour, and expense; and would require the military occupation of a line of country, (also secured in the rear,) extending almost from the wall of China to the frontiers of Persia, and demanding at least from one hundred and fifty to two hundred thousand men for its protection. Distant and unbagged inroads into the territory of a strong and enlightened enemy are now worse than precarious, for their only chance of success rests on the weakness or ignorance of the invaded, a foundation too uncertain to be built upon in war. The successful

inroads made by the French armies under Napoleon, only prove that his enemies were more ignorant of the true principles of the deadly game at which they were playing, than he was himself; and the first time he was resisted—the very first time his enemies refused to yield to his summons, his failure (from causes that admitted beforehand of as evident demonstration as the simplest proposition in Euclid) was so complete, that but for the hold his reputation has got upon the minds of men, his name, as a soldier, would be held up to scorn and derision.

To put this matter fairly at issue, in every point of view, let us suppose that the invaders of India commence that vast undertaking by the establishment of a proper basis of operation; for, with time, men, and money, there is, of course, nothing impossible. And let us then see what might be the result of the enterprise, supposing Great Britain, as in duty bound, disposed to fight out the battle with British steel and British spirit, instead of yielding to the clamour that would, no doubt, be raised against any brave determination to retain our most valuable possession, and to uphold the honour of the country. Considering the distance, the difficulties of the roads, the delays that the constant want of supplies would occasion, it is not likely that Russia could obtain fair military possession of the countries bordering upon India, in less than four years from the time of our being made acquainted with the attempt; so that we should, of course, have the same space of time for preparation. Britain had, in 1814, besides 20,000 men in India, armies actually opposed to the enemy in Spain, Sicily, Holland, and Canada, and might, in far less than four years time, have an equal number again at her disposal. Of these, 40,000 or more might, if necessary, be transported to India by a sure mode of conveyance, making, when joined to those already in that country, 60,000 British, who, added to 120,000 natives, would give exactly three times the force that gained the battle of Talavera, against 50,000 tried and experienced French troops. So that allowing the Russians to be equal to the French, which they have never proved themselves to be, it would require more than 150,000 Russians to contend successfully against such an army; that is, Russia would have to bring a stronger army into India than she was able to bring into the field of Borodino for the defence of Moscow, when the fate of the empire was at stake; and four times the number of men she was able to carry across the Balkan to Andrianople. Where then is the prospect of our being over-matched on the plains of Hindostan? We are here putting an extreme case, that we never expect to see realized, merely to show the relative power of the parties if disposed to exert themselves to the utmost. But, if the battle is ever to be fought, let us at once throw away both the purse-strings and the scabbard,—make any sacrifice consistent with national honour and security, to avoid drawing the sword; but when once determined upon, away with all half measures, and, above all, with that penny wisdom which, in military matters, invariably leads to pound folly. Let any one attempt to calculate how many millions of treasure, and how many thousands of gallant lives might have been spared, had 25,000 such British soldiers as those who, in 1815, decided the fate of Europe on the plain of Waterloo, aided by the same allies who fought by our side in 1793, taken the field at the outset of the contest, when the French troops were but a weak and disorganized rabble, compared to the tried and victorious bands of later

times ! The mournful balance of blood that must appear against the system then pursued should at least act as a warning against its repetition : that balance, the interest of which the nation is yet paying in tears and treasure, is surely long enough to convince the most incredulous, how little was gained by being without an army, without military pride, character, and confidence,—and, above all, without that high and commanding military character, policy, and decision that is now almost synonymous with national independence.

We have endeavoured to show, that an army invading India would first have to perform a march which, judging from all we know at present, no European army could accomplish in an efficient state ; that it would next have to pass a river, or succession of rivers, and a mountain-barrier, forming obstacles of such magnitude, that the chances would be any where against their successful execution ; that it would then have to encounter, on their own ground and on their own terms, enemies, against whom the pages of history, if fairly viewed, record but one defeat, and not a single instance of deviation from honour or from duty, and would ultimately, in its isolated state, have to carry on war against any force Great Britain might be disposed to send out, or keep efficient in India. Without saying that any of these operations are impossible, we may venture to assert, that they are all, as individual operations, of sufficient difficulty to make even the boldest pause. Yet they have all to be performed in succession,—the successful performance of each lessening, in a fearful degree, the means of undertaking the next. Where then is the ground to hope that all can be successfully performed ? But as “fools will rush where angels fear to tread,” it is right to be prepared for every emergency.

In saying nothing of the expense that might attend an overland attack on India, we may be accused of omitting the most important part of the subject, since “Tis gold, not steel, that rears the conqueror’s arch.” The truth is, that we have too few data on which to form a just estimate ; but in 1809, the Duke of Wellington estimated the expenses of his army, which did not then exceed 20,000 men, at 200,000*l.* per month, (independent, of course, of all the stores that came from England ;) and as the actual pay formed but a small item of this sum, every one may judge of the expense of keeping armies in the field. Of the Russian finances, though generally understood to be in a flourishing condition, little is known, for the statement laid annually before a committee of noblemen and gentlemen at Petersburg proves nothing whatever, the parties present being only allowed to say “We have seen,” and to make their bow. As to the expense of moving a Russian army, it must, like the movement of all other armies, depend in a great measure on circumstances and situation. And, though the pay of all ranks is very small, yet that pay doubles the moment they cross the Russian frontier.

To reason with those, who, like many worthy people on the Continent, fancy that an army has only to enter India, in order to be at once ankle deep in gold dust and pearls, is, of course, entirely out of the question : for, if there is any one thing more certain than another, it is that the invaders of India would not get one single rupee or pagoda till they were masters in the country ; till then they would have to depend on their own roubles, that had better be in plenty, for every-

thing in India, from the service of an army to a pound of rice, is estimated according to its value in gold, and tendered in exact proportion to the promptness of payment. If any part of the foregoing statement seems to insinuate that little will be got for money, it may be safely taken for granted that less will be got for love.

Independently of all commercial and pecuniary considerations, a great moral obligation imposes on Britain the defence of the institutions and the numerous population that have sprung up under our dominion in India. As long as the millions who, under our government, have been born to an inheritance of peace and security, shall be unable to govern and protect themselves, (and, from the nature of Indian character and manners, a long period must elapse before that time shall arrive,) they are as much entitled to our protection as the child in its years of weakness is entitled to the protection of its parents. The performance of this duty should now force upon the government of India, not only the occupation of Attock, but also of Caubul and Cashmere. Such a measure would bring peace to those distracted countries, and would give us strong and valuable possessions in advance of, and at the head of the Indus; whilst the first sight of that river and of the land of promise should present to the view of the invaders Attock, raised to the rank of a first-rate fortress, prepared to relieve them of some of the fiery valour, strength, and *matériel* that might still happen to encumber them after a thousand miles of march across the *steppes* and mountains already described.

If the citadel of Antwerp, a fortress of strength, but not of the first order, situated within five easy marches of Valenciennes, withstood 75,000 French and 130 pieces of artillery for thirty-two days, (dating from the investment,) and was then surrendered before even a single breach had been made practicable, how long might a first-rate fortress resist an army arriving from Russia, after a march of *two seasons*, and having to bring all its stores and artillery from the same distance! If Acre, on the coast of Syria, the ill-constructed works of which were half in ruins, resisted all the efforts of the French army of Egypt, on what grounds can we suppose that a Russian army could capture a first-rate fortress on the Indus?

Frederick II., in speaking of the war in America to Mitchell, the English ambassador, said—“*C'est une chose effrayante que d'être obligé de faire la guerre, même près de chez soi; mais si l'armée est au bout du monde, ah! Monsieur, croyez-en un vieux praticien, pourvoir cette armée de tout ce qu'il lui faut, c'est le chef-d'œuvre de la prudence humaine.*” In this respect we perfectly agree with his Majesty, and never expect to see human prudence displayed in an overland invasion of India.

Great and distant enterprises of this nature could only be contemplated when armies were composed of men formidable from their training, energy, and skill in the use of efficient arms, capable of performing great actions, without the aid of monster-mortars; at a time when genius, and not fortune, ruled the fate of battles; when noble deeds were nobly rewarded; when statues were raised to the memory of the brave who fell, and crowns of gold placed by universal acclamation on the brows of the surviving victors. But in our days no high military talent has presided over the organization of armies. Soldiers are trained

only to the unskilful loading and firing of a clumsy musket, poverty and neglect forming the sole rewards of toils and wounds. Such men can merely make short incursions from their ships, or carry on war in neighbouring countries possessing roads fit for the conveyance of huge war-engines, and where requisitions and the *kantchu* can collect the necessary supplies. It is only after years of bloodshed, waste of treasure, when hunger and disease have caused more destruction than the sword, that results are effected by armies so composed;—they either frighten or exhaust an enemy; but they possess not the power of striking mighty blows, capable of levelling at once the most formidable adversaries, and of restoring peace to humanity and serenity to the political atmosphere, as the summer sky is cleared and cooled by the bursting of the thunder-cloud and the passing away of the storm.

In the event of any future war between Great Britain and Russia, the *friendly* occupation of the Scandinavian peninsula on one side, and of Greece and Turkey on the other, would be the most likely means of attack resorted to against us. From the first, our shores might be threatened with invasion, our Baltic trade annihilated, and a passage, through Denmark, effected into Hanover. From the second, our Levant trade might be cut up, and our Mediterranean possessions harassed or assailed. In the true spirit of the age, that blinds itself to dangers while they are distant, and magnifies them when near, as an excuse for immediate submission, this will no doubt be termed a mere visionary scheme, incapable of ever being carried into effect in the face of the great powers of the Continent; but, unfortunately for the value of such reasoning, there are some of us old enough to recollect the unresisted occupation of Holland, Hanover, Italy, and Portugal, by Napoleon, when he was incomparably weaker than what a Russian Emperor is now, and when the same language was held without being followed up by a single word of efficient remonstrance from any one of the great powers in question.

“As coming events cast their shadows before,”

there is much that seems to indicate the approaching dissolution of the East India Company's government. Though we have, for the present, nothing to do with such speculations, we cannot conclude this article without offering our tribute of admiration to the great things they have performed in their day. Their power and dominion augmented with a rapidity that far exceeded the rise and progress of Rome itself, because, unlike the destroyers of Carthage, Corinth, and Numantia, they made victory every where subservient to the cause of mercy and humanity. Whether they have effected all the good that lay in their power, it is impossible to say; but they substituted safety for violence, anarchy and bloodshed. Their rule conferred, on a hundred millions of people, the blessings of peace, and brought with it that protection for persons and property never before known in India: and where is the government recorded in the annals of mankind, that, in so short a period of time, contributed so much towards the happiness and prosperity of the nations placed under its sway?

J. M.

REVISED MOVEMENTS OF THE CAVALRY.

THE Cavalry Regulations, which had so long been under consideration of a Board of General and Field Officers, have at length been issued in a certain proportion to each regiment, as finally determined and sanctioned by an order from the Adjutant-general, rendering their strict observance imperative upon the officers in command of regiments, and upon the general officers charged with their inspection.

It will naturally be expected of us to give some account of a subject which has claimed so much attention from an important branch of the service, and we shall accordingly endeavour to lay before our readers a general view of the Cavalry Regulations: but in so doing, we feel it incumbent upon us not to enter into the exhausted and threadbare arguments which have for the last three years, during which the subject was under discussion, so constantly and indefatigably been urged and maintained by the advocates of the old system on the one hand, and of the proposed alterations on the other. We shall content ourselves with observing, that it seems a fact, admitted by almost all who are conversant with the cavalry service, that whatever may have been the merits of the *principles* of the old system, still its *practice* admitted of much variation; and when regiments were assembled in brigade, it was generally deemed advisable to concert and arrange their movements beforehand, for fear of the mistakes liable to arise from the details of practice being different in so many regiments—a variety which even extended to the words of command.

The first remark we shall offer upon the subject of the New Regulations is, that whatever may be objected to in them, they are certainly very clearly laid down and explained; there is no affectation of tactical mystery in them; they are arranged with great facility of reference, and the intelligent serjeant can acquire his duty from their perusal as easily as the young officer. And here we must call the attention of our readers to the useful arrangement of placing each plate opposite to the page which refers to it, by which not only is greater perspicuity attained, but the defacing of doubled and folded plates is avoided. The execution of the plates is correct, but some of them appear less neat than others.

The whole of the nomenclature has been simplified and fixed with considerable care and judgment, so that it is not possible for any command to be misunderstood or improperly given. The distinctive meanings of many tactical expressions have at the same time been determined; for instance, changes of front and changes of position, which were formerly applied indifferently, are now specified to mean two separate sorts of movement; the former being to convey an alteration of the front of a line executed upon a troop or squadron which does not quit its ground, and the latter, an alteration of front by the whole moving off to fresh ground, and there presenting a front different from that towards which it was before facing.

It is evident that the fixing the nomenclature, and getting rid of all terms susceptible of more than one interpretation, must produce benefit if only by rendering unnecessary much of those preliminary explanations which were formerly an essential preface to any combined movement.

when regiments were assembled in brigade, and which, however clear to the explainer, who had got all his plans previously arranged and digested in his own head, yet were not unfrequently misconceived by at least one half of the attentive circle of field and squadron officers to whom they were delivered.

Having offered these general observations, we shall now proceed to examine the Regulations in detail, commencing with the "Instruction of the Cavalry Soldier on Foot." The groundwork of this chapter is of course adopted from the Infantry Regulations, but the Board of officers have very properly exercised the authority vested in them by reducing this part of the regulation to what is absolutely necessary for the cavalry, and no more: such, for example, as giving the cavalry soldier a proper military carriage, preparing him for the exercise of his weapons, suppling his limbs, and enabling him to perform those very few and easy formations which are required for parades on foot, inspection, muster, or assembly for Divine service.

The usual orders and rules for sentinels, the method of firing *feux-de-joie*, the regulations to be observed at soldiers' funerals, are here introduced, and also some explicit and well-digested remarks upon the precautions and instructions to be given to the recruit in all that relates to the use of his fire-arms. We confess we do not see the reason, though probably there was one, why the greater part of these instructions were not placed at the end of the Carbine Exercise, to which they should seem to be an appendage.

The Foot Parade of the regiment is very much what has for many years been the usual Sunday parade of a Cavalry Regiment, and is arranged so as to avoid as much as possible perplexing the soldier by confining him to all the formalities of an infantry parade, while at the same time a Cavalry Regiment in garrison with infantry can parade dismounted and march past with them on the few occasions when it may be required.

We cannot dismiss this part of the subject without congratulating the cavalry on being relieved from the almost obsolete regulations for the formations and exercises of Cavalry Regiments as *battalions*,—an empty and useless display, accompanied by the endless and complicated ceremonies of closing to dismount, shifting of half the officers from their proper and ordinary posts and commands, and other operations in their very nature so tedious as to make the services of a Cavalry Regiment as a battalion, at a moment of need, (when did ever such a moment occur?) quite unavailable.

Although, with few exceptions, this part of Dundas's Regulations had been of late years considered as a dead letter, still it is not ten years ago that we remember seeing one of the regiments of cavalry go through the whole, even to fixing bayonets, and every other detail, with the squadron intervals closed in due form, and their horses all linked to the centre, apparently staring with astonishment at the unwonted evolutions of their riders, who seemed so totally to have deserted them.

The only dismounted service (parades excepted) recognized by the Revised Regulations is the employing of a single Squadron to dismount two-thirds of its men for lining a hedge or forcing an enclosure or defile, where a very few infantry might otherwise hold in check a large body of cavalry. We shall reserve our remarks on the detail of the dis-

mounted service till we come in due course to the last section of the Second Part, which contains those details at length.

The second chapter of the first part of the Regulations consists of the System of Military Equitation, divided into three Sections: 1. The Instruction of the Recruit; 2. The Training of the Horse; 3. Elementary Instruction for Field Exercise.

As this chapter is very important, and appears to have been compiled with very great labour and care, being also illustrated with some engravings of an elaborate nature, we shall give our remarks in detail. The instruction for saddling, bridling, leading the horse, mounting and dismounting, with and without stirrups, and arms, are laid down in about half a dozen pages in the most distinct manner, the utmost stress being very properly laid throughout, on the care that must be taken to avoid startling or alarming the horse, and to maintain that system of gentle treatment by which alone he can be rendered docile in his exercises, and steady and quiet in the ranks.

The remainder of this section, consisting of the whole drill of the riding-school, as originally introduced by Col. Peters, but afterwards improved in many points by Col. Taylor, with the turns, bends, circling, &c. in single and double ride, is drawn out in the most correct and complete manner, with the engraving opposite each lesson, so that the riding-masters, as well as those whom they are to instruct, are provided with a manual for reference, in which not the smallest trifle appears overlooked. In saying so much, we are but paying a just tribute to the execution; but we cannot, in candour, avoid adding, that it is to be regretted that the Board of Officers, in considering so elaborate a system, did not either subject it to considerable curtailment, or cause to be separated that which may be considered necessary for the ordinary practice of regimental riding-schools, from such refinements in the equestrian art as may perhaps be required for the forming, or rather finishing, a professed riding-master, but for which the usual quantity of time allowed for teaching the cavalry recruit to ride never can be sufficient, even in times of peace; and surely in war time, when so very limited a period can be spared for preparing the young soldiers before they embark, such a complicated process of instruction may be much perverted, and even productive of mischief, from the mistaken zeal of some riding-masters to get through the whole hastily, rather than attempt only so much as can be accomplished satisfactorily.

Although the system appears to be chiefly founded upon that introduced by Col. Peters from the Hanoverian service, it had been of late years enlarged, and many additional lessons introduced, the whole of which the Board seem to have adopted, as practised by the most advanced riders at St. John's Wood, without any condensation or retrenchment either of the matter, or of the explanations by which it is conveyed.

Still it must be allowed that this Section is exceedingly complete, and will answer the purpose intended, provided the regimental riding-masters do not neglect or hurry over the first and most useful lessons in order to get their recruits quickly through the whole. And, indeed, in event of war, it would be a matter of no great difficulty to lay down, by a specific order, how much of the Equitation chapter should be consi-

dered adapted for the ordinary [training of a dragoon who is required to embark perhaps within two or three months from the day he left the plough-tail to enlist as a soldier.

Before leaving this subject, we will notice what in our minds are two great improvements upon Col. Peters's system. The stirrup appears decidedly a degree shorter than according to Col. Peters's system; and the men appear more easily placed on their horses, from not forcing forward the small of the back so much, and therefore sitting more fairly down upon their saddles.

Both these amendments seem to have given general satisfaction in the cavalry.

The Third Chapter consists of the Exercise of the Carbine and Pistol, commencing with the Manual Exercise of the carbine on foot, which is retrenched and curtailed of all the unnecessary and tedious jargon by which such details are frequently made to appear infinitely more complicated than they really are. Many cavalry officers have been led to adopt the notions of those foreign armies in which cuirassiers and lancers have very much superseded the employment of dragoon regiments, and have in consequence held the carbine too cheap as a cavalry arm. No doubt the sword must always be the principal weapon of the cavalry;—but the truth is, that in our army we have not enough mounted troops to admit of separating and distinguishing them, even to the present extent, into corps of cuirassiers and lancers, adapted only for a particular nature of service, and unable to take their turn of outpost duty with the rest. In our cuirassiers, the carbine has been wisely retained, though it is a great pity not to have it of a lighter and better description.

It should not be forgotten in these days of peace, that the heavy cavalry throughout the Peninsular campaigns were of necessity obliged to take their turn of outpost duty; and it must also be remembered, that the home service of our cavalry regiments, which are so often called upon in aid of the civil power, absolutely requires an efficient fire-arm, without which a cavalry detachment or escort would be exposed to most serious and dangerous consequences in marching through enclosed or wooded country, with the population in a disturbed or excited state. Whatever, therefore, may be the abstract merit of the cavalry carbine, we are persuaded, that so far from its being advisable to abandon it in our service, no regiment, even of lancers, ought to be without a certain number of carbines in each troop.

Great attention has evidently been bestowed on all the details of loading and firing, both mounted and on foot; and the best practical suggestions and instructions are laid down on this important point.

As for the pistol, we confess we have never met with any experienced officer of the cavalry who approves the retaining of that arm in the service; on the contrary, they seem generally to desire its rejection altogether, not only as an useless weapon, but as a troublesome and awkward incumbrance to the saddle, at the very part, of all other, where weight is most objectionable. Besides, if retained at all, it would certainly appear most likely to be of use to the soldier by being attached somehow to his belt, so that if his horse has fallen or been shot, and he is ridden at in a *mêlée* before he can get away, he may have one

chance of escape by keeping his pursuer at bay, or shooting either him or his horse. But the pistol, being fast secured in the holster of his own fallen horse, is quite unavailable to a soldier so situated.

The Fourth Chapter contains the Sword Exercise, developed in no less than 13 sections, and filling altogether about 50 pages. The first section consists, however, of the extension motions, which are unquestionably a good appendage to any system of drill; for they tend to give the recruit more suppleness and activity of limb, with less time and trouble to the instructor, than any former method of attaining the same object.

Of several Sections which follow, we must in candour say, that however proper for forming a finished master of the Sword, they do not appear adapted by any means for the ordinary instruction of a cavalry regiment. There is no fault to be found with the points, guards, cuts, and parries themselves; but really they are detailed at such needless length, and spun out in such a prolix and tedious order, that we will venture to say the adjutants must regard as by far their most wearisome duty the mere getting up the routine of the sword exercise, without reckoning the individual instruction of the soldier as to the mode of performing it.

All the elementary rules are excellent; but we maintain that all which can really be called needful of this long exercise, might be compressed into one-half of the number of pages which it occupies.

Of the 9th Section we must further remark, that although the suggestions and advice to the swordsman therein contained may be scientific and good, still it is all given on the supposition of single combat in a clear field, which is an erroneous impression to convey to a dragoon of his duty in the field, and likely, if attended to, to encourage the men to take opportunities of the inevitable confusion after a charge, and, instead of rallying to their squadrons, to scamper about in search of such occasions of displaying their skill and courage; though it is on all hands admitted, that the great principle to be inculcated on the mind of every cavalry soldier is the great force and power of cavalry as long as they steadily keep together, and their extreme helplessness when once scattered, whether in consequence of success or defeat. That a good swordsman has a better chance than an awkward one of breaking out of a *mêlée* and rejoining his comrades, no one will deny; but, on the other hand, to instruct the soldier as if for the purposes of single combat, appears a questionable measure. As to the principles of the exercise, they possess on the other hand one merit not sufficiently remarked, namely, that while they inculcate the use of the point, they still do not restrict the man too much from the employment of those sweeping sabre-cuts which the manly games and amusements of English boyhood make so much more natural and familiar to our countrymen than the stab or thrust.

Any one who has observed the habits of the two nations must recollect that the first impulse of a Frenchman, when engaged in a quarrel in a street, is to thrust his ferruled cane either into his opponent's eye or perhaps into the pit of his stomach; whereas an Englishman,

under similar excitation, would soundly belabour his opponent about the head and shoulders with round thwacks and blows, not perhaps so deadly, but still extremely likely to put him to flight. The fact is, that as a Frenchman *strikes* quite as clumsily as an Englishman *thrusts*, both are right to adopt the mode of offence most convenient to them.

In the very curious work of Monsieur Larrey, the chief staff-surgeon of the imperial army of Bonaparte, he more than once notices the tremendous wounds inflicted in the Peninsular war by the sabres of the British cavalry. Again, it must be recollected that a round blow, given with however little dexterity, still is likely to fall with severe effect somewhere or other; but unless a thrust is given with skill and precision, not only does it expose him who fails in it to his adversary's attack, but it also is exceedingly likely to cause a man entirely to lose his balance and part company with his horse.

For these reasons the retaining of a good deal of the cutting practice appears to have been very judicious, especially as it is interspersed and combined with the thrusting principle, in many parts of the exercise.

The Fifth Chapter of Part I. contains the Lance Exercise, with very few alterations from that originally introduced and taught, we believe, in England, by Colonel Voina, a Polish officer, who came to this country on purpose, upon the first establishment of our lancer regiments. One improvement has been made, we understand, however, in giving up the "waive" which preceded some of the points with the lance, and substituting the "parry" throughout. The waiving of the lance, preparatory to pointing, may answer where it is actually the national arm, and where, from actual childhood, the weapon is as familiar to the hand as a walking-stick; but since that is not the case with us, and the waive, in order to be executed with effect and rapidity, is exceedingly difficult, the adoption of the "parry" seems an improvement, as it is a quicker and shorter motion, and more easily acquired by the recruit.

The lance exercise is the concluding chapter of the first part or volume, which contains altogether but 172 pages; so that although some of the sword exercise and equitation might possibly have been compressed with advantage, still the cavalry officer is here provided in a complete form with all that quantity of matter which formerly he had to seek out, as he best might, in the following books, several of which were by no means carefully or systematically arranged:—

- Carbine and Pistol Exercise on Horseback
- Manual and Platoon Exercises
- Military Equitation
- Lance Exercise
- Sword Exercise and Target
- Infantry Regulations
- Colonel Dalbiac's Catechism.

Of this last work we must here remark, that it was the only correct manual for the young officer and serjeant in his personal and executive duty in the field, and therefore of great service to our country.

We are not aware how far it may be practicable to supply the non-

commissioned officers of cavalry with the first volume of the Revised Regulations, as a substitute for what was called the Serjeant's Book, which they have hitherto been required to provide themselves with. It would certainly be a great encouragement, as well as assistance to that meritorious class, if this first volume could be supplied them, especially as the greater part of the contents of the Serjeant's Book is quite inapplicable to the cavalry service; nor indeed does it profess to be other than an Abstract of Infantry Drill. It must be admitted, that cavalry serjeants have, in this respect, by no means had the same advantages of self-instruction that was provided for their brethren of the infantry.

We now take leave of the first volume, and come to the second and third parts, which are both comprised in the second volume; and before entering upon the contents, we will cursorily remark, that the division into chapters, which was followed throughout the first volume, seems to have been laid aside in the second, although such division might, perhaps, have been advisable for the sake of uniformity and classification of the subjects. Sections are, however, the only classification used in the second and third parts.

Part the Second is entitled "Instruction of the Troop and Squadron," and contains, in a clear and well-arranged form, a selection from that part of the old Regulation which was called the "Evolutions," embodied in regular progressive order, with the various other details equally belonging to the exercises of the troop and squadron, which were somewhat promiscuously scattered through those parts of the Regulations which treated of the more advanced features of regimental movement. A considerable portion of the "Evolutions," which more properly came under the riding-school department, have been left out, and replaced by the ordinary exercises of the Squadron pursued by most regiments, though with great want of uniformity, at what were termed Adjutant's Drills. The want of uniformity here alluded to existed to such an extent, that in many corps the same operation was designated by totally different names; for instance, we have been assured that the order to reduce the front of threes (six abreast) to three abreast (rear rank following their front rank) was differently given in three several ways in various cavalry regiments, viz.:—"Rear rank double"—"*Form sections of threes*"—and "*Form column of threes*."

This leads us again to call our reader's attention to the great advantage of that fixed and unvaried nomenclature which has been established by the Regulations just issued. In regimental movement such discrepancies used to escape the notice of the observer, because in manœuvre such details are not called into play; but in the column of march, especially when moving with other troops, there cannot be any one thing more important for cavalry than an universal and simple method by which to execute such an operation as the reduction or increasing of front. Let it not be forgotten that infantry, when marching in column on so small a front as files, (two abreast,) are considered, unless on uneven and broken ground, to be able to move upon the same space that they occupy in line. But with cavalry, the case is quite different;

and the moment you reduce the front of your column below threes (six abreast), you necessarily extend over more ground than you cover in line. When in files (two abreast), a regiment of cavalry covers more than three times the space it occupies in line.

The 1st Section consists of general remarks on the necessity of mild and patient treatment of the horse,—a point of paramount consequence for cavalry.

The 2d Section is appropriated to the main principles of dressing, by which all bodies, from the Troop to the Regiment, are guided; and nothing can be more clearly defined than the rules here given, although compressed as much as is consistent with their embracing all the details to which they apply. In Article 2 we observe the only distinction from the old rules on this subject; for though in this article it is very properly said, that the glance of the eye is enough for dressing without turning the head, yet it would seem that an exception is made as regards Parade Movements, thereby implying that, by turning his head, a man is able to get his dressing more correctly,—a notion at variance with the usual practice and instruction in the cavalry; for every riding-master is so well aware that the “hand” will follow the least turn of the head, that one scarcely ever sees a lesson given by an experienced instructor, without hearing him caution the recruit not to turn his head, but merely to glance the eye occasionally, for fear of his giving his horse a swerving direction by the effect communicated to the hand, from any turning of the head, however slight.

Section 3 contains the instructions for preserving a straight direction in marching to the front, which are very properly explained in the simplest and easiest terms, so that any non-commissioned officer of ordinary ability may, at his leisure hours, prepare himself for the instruction of others. So much attention appears to have been bestowed on the important subject of the “marching upon points,” that an explanatory plate is attached, showing, by a sort of bird’s-eye view, two mounted soldiers marching on points in their front, in order to make the method perfectly obvious. This plate is not remarkable for its execution certainly, but it is sufficient for its purpose, and will be of much service to the young officer and serjeant.

The 4th, 5th, and 6th Sections are very short, and comprise “Inclining, Passaging, Reining Back, and Filing.” In these Sections and the preceding ones there is no deviation from the instructions to be found in various parts of the old Regulations, but they are compressed, and more methodically arranged.

The 7th Section is upon “wheeling,”—a favourite and ancient subject of debate among tacticians, and one upon which there exists, we believe, some difference in every service in Europe, each being of course very fully persuaded, and prepared to prove “mathematically,” that theirs is the true method, and all the others are in the dark. Nevertheless, officers who have seen much of foreign armies will admit that, whatever minor differences may prevail, a well-drilled regiment whether French, Dutch, Prussian, or Austrian, keeps its distance well in column, and comes round at the wheeling point with perfect apparent facility, however each may deny the mathematical correctness of the other’s wheeling regulation.

A wood-cut, showing the different degrees of wheel and the com-

mands for each, precedes this 7th Section; and there is also a plate indicating the dressing-point, after the various wheels into echelon, into column, &c., which must materially assist the young officer in getting a right understanding of a part of his executive duty of no small consequence to the efficiency of a regiment in field movement.

It has been understood that no part of the New Regulation has given rise to more discussion among our cavalry authorities for the last four years than the points treated of in this section; and we shall endeavour therefore to present our readers with as full a view of the debated subjects as we can do without entering into criticism, which we have already announced we should avoid, and which we consider should always be deprecated after a regulation has once received the final sanction of authority.

First, then, it appears to us that the elementary part of this section has been made very simple, by laying aside the designation of the divisions of the circle, by which the degree of wheel was formerly distinguished, and which, however significant to the tactician, were by no means easy of comprehension to the young officer, and still less so to the soldier. It is at the outset of this section assumed, as a basis for the other denominations, that the degree of the quarter-circle is termed the "wheel," that the eighth part is called therefore the "half-wheel," and the sixteenth part of the circle, by the same rule, is called the "quarter-wheel." The "three-quarter about" and "about" wheel follow of course, and need no explanation.

Articles 1, 2, 3, 4, 5, 6, conveying the ordinary instruction in wheeling, do not vary in their purport from the old Regulation, except in being detailed with greater conciseness. In Articles 7 and 8 we find some variation of principle, as regards the theory of the former Regulations; the practice, however, of regiments for many years had rendered that theory nearly obsolete, according to which, strictly speaking, the inward flank-man would have been directed to make a circular sweep, instead of merely checking and turning his horse, and the dressing would also have been different in principle during such degree of wheel; for the point to which the eyes should glance would have been dependent on "which was the pivot-flank," and not on "which was the wheeling-flank."

Article 14 contains the old system of the moveable pivot exactly as in Dundas, but restricted in its employment to the march of the column only, the above-mentioned articles (7 and 8) being substituted in all echelon movements, probably in order that the inward flanks of half squadrons should be led more direct upon their points in the intended line, than if carried round in a sweep by the strict application of that moveable pivot which had fallen into disuse of late years, as far as regarded the variation of the dressing, which was its essential feature.

The retaining of the moveable pivot for the march of the column, especially for the change of direction of the close column, seems on all hands to be approved; nor could it in reason be otherwise; because the inward flank of each squadron must of necessity make a small sweep when a close column changes its direction, otherwise it would not clear the ground in time for the next, and a stop and crowding would unavoidably ensue. But we understand it is by many officers considered, that there is no satisfactory reason why the common rule of

dressing invariably to the outer flank should not apply to the wheels upon a moveable pivot as well as to those on a fixed pivot. It is asserted that, besides being every way practicable and working well, it would have the great advantage of avoiding a double principle and double instruction to the soldier; and besides the double principle of dressing, the circumstance of causing the wheeling flank to slacken its pace when the wheel happens to be to the reverse hand, is undoubtedly adding to the instruction of the soldier, where ordinary drill in wheeling is for the wheeling flank to come round at an increased pace. Such of our readers, however, as take any interest in the details of this point will find the whole argument in a paper of this Journal of Sept. 1832, p. 16, which indeed called our particular attention to this section, and to which we therefore refer them.

Of the 8th Section, on the Wheeling by Threes, we have only to observe that, in Article 5, an increased liberty of action appears given to the horse, and that the threes are not required to be constantly locked close up, particularly in rough ground, where attempting such close movement must evidently produce accident, and possibly confusion, from the exceeding uneasiness about having their heels trod upon which every cavalry man must have perceived in spirited horses.

In Article 6 a principle long sanctioned by practice, and indeed determined by necessity, but not before recognized formally in the Regulation, is authorized, namely, that when wheeling on the move, the threes are to consider their right or left man as the pivot of such wheel, and not the centre man, as when wheeling from the halt. There can be no question but that this amendment will produce much greater smoothness of movement in such few regiments as attempted in their drills, for in field movement it could not be done, to stop and rein back the horse wheeled upon when perhaps moving at a sharp trot.

Section 9 contains the Instructions for the Standard Bearer in different situations of movement. As standards are not taken on service by the British cavalry, and as lancers and hussars, who compose one third of our cavalry, have not got any at all, no comment is necessary on this section. Whether it might not have been omitted, seems almost questionable, as it is somewhat intricate in its instruction.

Section 10 relates to the Paces, which are considered rather fast for large bodies; however, uniformity of practice makes this less objectionable than where hussars were considered bound in honour to go full gallop, whether the other regiments were able or willing to do the same or not. Our excellent auxiliaries from Hanover were certainly averse to great rapidity, and they are excellent authority. We are glad to observe in Article 4 a positive and strong restriction upon the employment of the gallop in manœuvre, except for small bodies and simple formations; and in the 5th Article there is a rule which, if properly attended to, will prevent the old evil of a charge on a field-day being considered as a race. In action there is no fear of our cavalry being too much retarded in their impetuosity.

Sections 11 and 12 give the whole process of forming and telling off the squadron; and very properly it is not merely stated what is to be the result, but full details are explicitly given of *how* it is to be done. It seems to us that a good deal of difficulty as to counting, and dividing,

and posting the non-commissioned officers, is spared and avoided by the mode of telling off here adopted, and modified from the old practice,—a matter of far greater consequence than usually considered. It was very well for the troop serjeant-major to settle all this for the officer before he came on parade, or, in regiments where that was not permitted, to prompt him in telling off and forming the squadron for a field-day; but on service, where cavalry are suddenly called out at night in confusion and bustle, with other troops perhaps assembling near them, and orders arriving in the midst of the operation, nothing can be more essential than a quick and easy telling off, not to mention the still more urgent occasions of rallying and forming broken cavalry, after charges and attacks when actually engaged with the enemy.

Sections 13, 14, 15, and 16 contain the whole instruction as to those very important but somewhat neglected parts of the old Regulations which relate to the marching and forming by threes, sections of threes, files, and single files. Scarcely two regiments in the service were drilled quite alike in their marches and formations; for although most necessary for all service purposes, yet in a review or field-exercise of a regiment at home, they were very little used or brought under observation, except the marching and forming by threes, and occasionally some employment of filing from the flanks of half-squadrons, so that considerable variety of method existed in different corps. The officers were seldom sufficiently conversant with this detail to set their men right when mistakes occurred, because it was not laid down with regularity or order in the Regulations. It is now, however, made easy of acquirement by correct explanations with plates opposite. The explanations are exactly such as are given by the riding-masters and adjutants at their drills, and are consequently in the plainest terms.

We must, before quitting this subject, advert to the judicious adoption of one common countermarch for small bodies, applicable to all ground and all occasions, viz. by wheeling the front threes to the right hand and the rear-rank threes to the left, and the leaders of each rank wheeling short round, so that, the ranks having changed places, the whole are faced to their original rear upon receiving the word "Halt Front." It is a singular fact that this countermarch was not to be found in Dundas, but had become sanctioned in our regiments, from its convenience, for several years past.

The 17th Section is a proof of the attention paid by the Cavalry Board to all those details which, however little needed for the display of a review, or even for the ordinary movements of a field-day, are yet of such paramount consequence for service, where the best means of adapting the width of front to the nature and breadth of the road, of passing cavalry without confusion through columns of infantry on the march, and of getting past all the endless obstructions attending the movement of baggage, are considerations which frequently involve the most serious consequences, and which cannot sufficiently be attended to. Infantry are much less liable to confusion; they cover much less ground, and are infinitely easier got in order on such occasions; yet we have only to refer to that admirable field system of the Light Division,—the result of the practice of General Craufurd, one of the excellent infantry officers of the Wellington school,—to observe what great labour he had bestowed upon the details of management of the

column of march, and all that related to their diminishing and increasing their front as circumstances arose to make it necessary. Colonels Shaw and Campbell deserve the thanks of all military men for their publication of the little work alluded to.

Section 18 contains a selection of good practical and scientific directions (some of them taken, with abbreviation, from Dundas) for the advance of the squadron in line.

Section 19 will prove of peculiar utility to our service. It provides an arrangement for forming skeleton squadrons in order to practise detachments at out-quarters in the elements of regimental movement; and if properly attended to, will not only attain this object, but also greatly improve the non-commissioned officers in intelligence and knowledge of their field duty.

Of the 20th Section, though it contains but three short articles, we must observe that we are persuaded there is no part of the work before us that will more conduce to the efficiency of the cavalry than the methods here recommended for forming and instructing the young officer not only in his executive duty, but in fact in the principles and objects of all manœuvre. An officer who can, from any previous position, readily and without hesitation place a small detachment upon a new front or position, when required to do so, will very soon, by the exercise of ordinary ability, find an equal facility in the management of a regiment, or even larger body. Our cavalry, in these uncertain times, are so frequently called upon to act as a mounted police, that it is in truth very important that young officers should have great expertness in the various formations of small parties of cavalry, especially such as are constantly required in streets and narrow roads. A mistake on such an occasion might be of serious result.

The next Section gives the operation of linking horses, seldom advisable or necessary; but still, as retained, it is right to describe the performance of it distinctly, which was not before in the Regulation.

The concluding Section of the Second Part contains, under the title of "Dismounted Service," the method of dismounting, on emergency, a certain number (two thirds) of a squadron, to act with their carbines on foot, for such occasions probably as forcing a defile maintained by a handful of infantry, checking an enemy's advanced cavalry by occupying the hedges on each side their road through a pass, or such like purposes. The method here described is far safer and more expeditious than by linking horses, and consists in leaving every centre of three mounted and holding the bridles of his right and left comrades' horses. The horses are thus perfectly manageable, and indeed might be put in motion for a short distance and at a slow pace, if it were necessary; besides that, their riders can get at and mount them in an instant; whereas horses, when linked, were perfectly immovable, nor could any man get his horse to remount without much delay. Some directions are appended to this "Dismounted Service," by which the men are formed into regular skirmishers, as light infantry with supports; and to this we understand that many officers find objection, because cavalry, when the rare emergency does occur of wanting them on foot, can only be required to line a hedge or wall for a few minutes, or make a hasty rush to force a passage, nor is there any probable occasion where their regularly skirmishing as infantry could be advisable.

NARRATIVE OF CAPT. ROSS'S FIRST VOYAGE OF DISCOVERY.

BY AN OFFICER EMPLOYED.

IN the beginning of January, 1818, Capt. Ross was appointed to command an expedition fitting at Deptford for the discovery of a north-west passage from Baffin's Bay. This expedition was composed of two merchant ships hired and strengthened for the purpose: the *Isabella*, of 340 tons, was commanded by Capt. Ross, and the *Alexander*, of 270 tons, by Lieutenant, now Sir Edw. Parry. The novelty of the thing attracted thousands during the equipment; the Duke of Clarence (his present Majesty) made a most minute inspection; the Lords of the Admiralty, the nobles of the land, and crowds of distinguished individuals, in and about London, came down to visit the ships; it was then the nine days' wonder, and was certainly gratifying and encouraging to those employed. Alas! not so on the last occasion;—Capt. Ross was equipped with a steamer by some spirited individuals, and few people cared how, or by whom, or whither bound;—discoveries had become common, and the nine days' wonder had ceased.

On the 16th of April the ships dropped down to the Little Nore, and on the 30th reached Lerwick in Shetland; here we found the *Ister* frigate, who supplied us with bread up to the day. A few observations were made on the dip of the needle in Mr. Mouat's garden, Brassa Sound, opposite the town of Lerwick; and on the 3d of May the expedition finally quitted the British shores, and steered to the westward, towards Greenland. On the 17th we crossed immediately over a part of the north Atlantic, where an extensive shoal was laid down in ancient charts, called the "Sunken Land of Buss," but neither land nor shoal could be found, nor even soundings: this supposed shoal was laid down in the latitude of 57° north, and about 27° west longitude, and had always been approached with extreme caution by the whalers, (in whose track it was supposed to lie;) some had even hove to if they neared it at night,—a prudence very praiseworthy, but which nevertheless lost them many hours' run.

The whole passage across the Atlantic was rough, and the *Alexander*, with her two years' provisions and stores, laboured much; we soon found her to be a very dull sailer, never exceeding eight knots with a fair wind, and not half that on a wind.

On the 22d of May we passed about one hundred miles to the southward of Cape Farewell in Greenland, and then made the best of our way to the northward. It is to be regretted that the Cape was not seen, as the Admiralty Charts and Rio's Tables differed nearly two degrees from each other in its longitude*.

* The mention of Rio's Tables reminds me of a circumstance which occurred one day, whilst I was working with the volume supplied to the *Alexander* by the Admiralty: the ship gave a lurch which tumbled the book off the table, and out fell a sheet of paper from between its leaves, which I found, upon perusal, to be the minutes of the glorious battle of Trafalgar, taken on board the *Neptune*. This document, from its appearance, was evidently the original one, taken during the engagement by some person on board that ship. I valued this paper much, not only for the singular

On the 26th, the first iceberg was seen floating majestically on the ocean, in the form of a sugar-loaf, and upwards of fifty feet high; on the following day the "crow's nest" was hoisted and secured to its station*.

- On the 28th several icebergs were passed, some to windward and some to leeward; and an interesting trial was made, which proved, that those which were passed to windward made the temperature of the water colder, whereas those that were passed to leeward caused no difference in the water, but materially changed the temperature of the atmosphere. About this time we began to feel a sensible change in the climate; the air was very chilly, (especially when the sun was clouded;) lumps of heavy ice were often seen; and sleet, and fogs, and frost, were of frequent occurrence.

On the evening of Sunday, the 31st of May, the snow-topped hills of Greenland were first seen, when our latitude was $63^{\circ} 40' N.$, and longitude $55^{\circ} 30' W.$ I may here observe, that the first discovery made, as regards this western coast of Greenland, was about 3° of error in its longitude as laid down in the charts. A boat was sent to a piece of ice floating near, and the party shot several birds known in these regions: the mahumak, the kittywake, the loom, and the roach.

On the 4th of June, having reached two degrees farther north, various experiments were tried to ascertain the true variation of the compass, and after very satisfactory results, the mean of fifteen azimuths and one amplitude gave the variation $58^{\circ} 47' W.$ The officers of the *Alexander* ate this day a leg of mutton for dinner, (in honour of his Majesty's birthday,) which had been hanging under the mizen-top since the departure from England: it was unanimously declared delicious, and as fresh as if killed but a few days; it was of course washed down with a glass of good port to the health of the King.

On the 7th, we came near to the main ice in Baffin's Bay, of which we had early intimation by observing a remarkably bright appearance in the sky over it. Here we encountered a strong gale with heavy snow, which made our navigation very intricate, and our situation not at all pleasant. There was so much ice scattered about, and some of it so nearly resembling white top-seas, that the utmost vigilance was required to steer clear of the danger; and if it had not been for the blessing (which we now began to enjoy) of continued daylight throughout the twenty-four hours, I believe our expedition would very soon have been brought to a close. When the wind moderated, we pushed away to the northward among much ice, and along the dreary coast of Greenland, (looking anything but green,) and passing by many magnificent icebergs aground.

manner in which it fell into my possession, but more particularly for the minute details which it gave of that splendid victory: the last lines described passing under the commander-in-chief's stern after the action, and giving three cheers, before they were made acquainted with the death of the immortal Nelson, who had just breathed his last. This valued document I lost, together with all I possessed, when the *Racehorse* was wrecked on the Isle of Man.

* This machine is intended to give shelter to the look-out man aloft: it is formed of slips of light wood, hooped together, and covered with painted canvass; when in its place it rests on the cross-trees, and is well secured to the backstays; it is about five feet high, and has a seat in it; at the bottom is a small trap-hatch, by which it is entered; this drops down, and forms the floor after the person is in. All the whale-ships have one of these heavy-looking machines at their main-top-mast head.

On the 9th we approached to within two miles of some small islands, and there anchored to an iceberg aground in 53 fathoms. It may not be improper here to describe this method of anchoring: upon approaching the ice, a boat is sent to it, with ice-axes and ice-anchors; a hole is dug, and the hook of the anchor lifted into it, a small warp is then attached to the other end of it from the ship, and there you are fast; the anchor, it must be known, is a crooked piece of iron, nearly the shape of an S; a ship is provided (for these parts) with many of these, weighing from 70 to 250lbs. each. After we were snug alongside the *Isabella*, the instruments from both ships were sent to the berg, and a variety of observations made, which confirmed what had been remarked on first seeing land, that the western coast of Greenland was erroneously laid down in the charts by about 3° of longitude. Soon after we were fast, a number of canoes came off from the neighbouring land, with an Esquimaux in each; these fragile barks are made of seals' skins, tightly stretched over light ribs of bones, and perfectly watertight in every part, except one round hole in the middle of the upper side, to admit the nether part of the man, who, when seated, laces the seal-skin of his own habiliment close round the opening, and then not only his canoe, but his person is water-tight, nothing being visible but his hands and face. These people are very dextrous in the management of their boats, often turning the turtle for a trifling remuneration; and certainly to do this, custom must have taught them to balance themselves very justly; when they upset one way, they have only the paddle under water to purchase themselves up again the other side. I have often seen our people try to sit upright in one of these canoes, but they could not without holding on by one of our boats. Talking of this, who that was in London at the beginning of 1818 can forget the exhibition of poor John Sackhouse, the Esquimaux, with his canoe upon the Thames; how wondering thousands roared applause, and made old Deptford ring again; and how poor John, anxious the crowd to please, approached too near the shore, and in turning the turtle, stuck his head fast in the mud, as the quivering bottom of the canoe plainly indicated, from which unpleasant dilemma he was rescued by a jolly marine, who dashed boldly through thick and thin, and extricated the half-smothered Esquimaux?—Alas! poor John, he is now no more; he died at Edinburgh before a second expedition was fitted out.—Peace to his manes!

On the 10th of June the fickleness of the ice obliged us to cast off and make sail away from the berg to prevent our being entirely beset, and the day following we fell in with two of the whale-ships, the *Venerable* and *Brunswick*, of Hull. These ships had been trying to force their way to the northward, but were prevented by the ice; they had been, however, tolerably successful with the whales; the first had killed seven, and the other eleven fish. The method adopted to ascertain this piece of intelligence was novel enough to us: one of our crew on the fore-castle held up a broom as we passed, when immediately some one on board those ships swung his hat above his head as many times as there were whales killed, and this is called brooming. On passing a piece of ice this evening, a seal was shot by one of the *Isabella's* officers, which was found to measure seven feet from snout to tail, and five and a half round the body.

On the 12th we had reached the latitude of $68^{\circ} 15' N.$, when calms and fogs obliged us to make fast to an iceberg afloat in 200 fathoms, (small stones and mud.) As we lay alongside the *Isabella*, it was discovered that the ships attracted each other's compasses considerably; this was no doubt owing to the mass of iron which each contained, and to the decreasing influence of the magnetic matter upon the horizontal movement of the compass-card; although the variation was but six points as yet, it was found necessary to devote constant attention to the compasses. On this night Mr. Parry took the meridian altitude of the sun at midnight, and a very good latitude he obtained, although the sun descended still rather low at that hour. I shall never forget the impression made upon me the first time I traced the motion of that glorious luminary throughout the twenty-four hours.

The 14th brought us close to some islands, called the Whale Fish Islands, where the Danes have a small settlement, the head man of which came off to the *Isabella*, and had an interview with Capt. Ross. These islands we found to be as erroneously laid down in the charts as was the main coast of Greenland. We spoke some whalers, who informed us that the ice had not yet broken up to the northward.

On the 16th, in the evening, we arrived at Waygat Island, and made fast to a small iceberg aground in thirty-four fathoms, (broken shells and small stones,) the nearest part of the island bearing N.W. and W., distant about two miles; this, like the main land, is very high and covered with snow. Here we found near forty whale ships, anxiously waiting for the breaking up of the ice, as all further progress was arrested, for the present, by an impenetrable barrier of ice and icebergs, fifty-five of which we counted from our ship. The masters of the whalers informed us that they had not seen so much of it in these parts, and so late in the season, for many years. On our approach all the ships hoisted their colours, and gave three cheers as we passed them, which were heartily returned by our crews. It was certainly a glorious and gratifying sight to behold, in this extreme corner of the globe, so many British ensigns proudly floating to the breeze; indeed the *tout ensemble* of the scene this beautiful night, with its solemn stillness and its burnished sun, was truly sublime.

Early next morning all was bustle: Captain Ross sent a tent on shore, and the observatory was pitched upon the nearest part of the island, and several parties were formed to examine the place. Mr. Parry measured the height of a mountain near the observatory, which he found to be 957 feet above the sea-level; Captain Sabine, the astronomer, set the pendulum a going, and the sportsmen shot several birds, and saw a few hares; whilst those on board had plenty to do to watch the tide (which ran very strong) and change the ship from side to side of the berg. This tide was very irregular, and was conjectured to be some extraordinary current, as it ran up and down but once in twenty-four hours; the large masses of ice which drove up and down with it, made it necessary to be always on the alert to keep the ships from injury. Amongst the birds shot were the white grouse, the snipe, the snow-bird, the arctic swallow, and the burgomaster; the latter a fine white bird, nearly the size of a goose. The game, however, was very scarce, and the sport tedious and fatiguing.

The observations made on shore were as follows:—Rate of pendulum above the twenty-four hours, 153 seconds; magnetic variation, $72^{\circ} 42' 50''$ W.; magnetic dip, $82^{\circ} 48' 47''$; latitude of the observatory, $70^{\circ} 26' 17''$ N.; longitude, $54^{\circ} 49' 15''$ W.; high-water full moon at 9h 40m P.M.; rise of the tide or current 6 feet 3 inches, but the next day at eleven it rose 10 feet, flood running to the N.W. Many of the smaller bergs float with the rising tide, and when they take the ground again, they cause much convulsion; one that we were fast to nearly upset with the jerk; it is therefore always advisable to cast off in such cases.

On the 20th of June, we made sail, in company with the *Isabella* and several whalers, and stood across the Waygat passage to observe the ice, which we found to be very whimsical in its movements; sometimes we were in an open sea, and sometimes closely beset, without changing our position many miles. It was beautiful at times to see over a vast expanse of ice, a number of ships, each striving in its own little stream to work to the north, by tracking, towing, or sailing, whilst others were compelled to remain stationary.

On the 22d, we made fast to a small berg, aground in fourteen fathoms, within a mile of a small Danish settlement, called "Four Island Point," close to the high, bleak, and barren coast of Greenland. This establishment was composed of one store-house (which the whaling people called the governor's house) and an Esquimaux hut. As we found no living creature in this enviable government, it was supposed that the inhabitants had gone to the north to begin the seal-fishery, sooner than they could have done with success at home. Upon visiting the shore, we found the doors open, and sundry utensils lying about, and many empty oil casks. The Danish coat of arms was cut upon a stone of the building, and just outside were found two graves rather fresh; these were examined without much trouble, as the bodies were merely laid upon the ground, and a few turfs placed over them; they were wrapped in seal-skins; one was supposed to have been a Dane and the other an Esquimaux. The latitude of these little islands or rocks was $70^{\circ} 40'$ N. About this time we perceived an astonishing migration of the arctic bird called the *malunak*, from the south towards the north; they flew out of shot, over head, and so great was their number that they formed a continued string for nearly forty-eight hours.

On the 23d, we passed within a hundred yards of the outermost island, and sounded in thirty-six fathoms, with the four islands in one. The next day we had made another short stage to the northward along shore, when the inconstant ice bothered us again, and fairly pushed us aground. The activity and great attention of the whale ships were very conspicuous upon this occasion: in a very short time a number of their boats were alongside, and the ship was soon towed off again, without any damage except the loss of the sprit-sail yard, which was carried away by our nose rubbing against a berg. The weather becoming hazy, we lashed alongside the *Isabella* (fast to an iceberg), and as no opening could be perceived to the northward, all the whalers brought up also. Here we filled our water-tanks with ice from the berg, and completed our water. It was amusing to see how fast the hot mid-day sun thawed the ice, and how very soon it would freeze again, if

perchance a fog or haze came on; and how grand was the rush of water down the valleys and cliffs in the day, to be again silent and still in the night, when the pale sun had lost its burning power; and so singular was this approximation, or blending, or whatever else it may be called, of heat and cold, that I have had my lips scorched when taking the latitude at noon, and at the time standing ankle-deep in snow.

On the 27th we worked our way across a deep bay called Jacob's Bight, where some excellent lunars were taken upon the land ice. A small seal was brought on board here; it was, however, too young to feed itself; and as nobody knew how to starve a nurse, we gave the poor thing its liberty, after four days' keeping, and trying all means, in vain, to feed it; its moanings were very doleful, and not unlike those of a suffering infant.

On the 29th it was represented to Capt. Ross, that some of the crew of the *Eagle*, of Hull, had destroyed the little settlement at "Four Island Point," by setting fire to the house. In consequence of this information, a boat was despatched from the *Isabella*, accompanied by one from our ship, under the orders of Mr. Parry, to ascertain the fact, and hold an inquiry on the subject. As we were separated by ice as well as sea from the *Eagle*—(in sight many miles to the southward)—we had a tedious journey of several hours before we reached that ship, having had to drag the boats over several patches of ice in our way. After visiting the premises, which, sure enough, were quite demolished, and examining the master and a few of the crew, it appeared that two of the men, by way of a lark, went on shore one night to make a bonfire of the place. Of course every body felt very indignant at such mischievous thoughtlessness, to say the least of it, and the culprits themselves seemed ashamed of the deed: they were given to understand that an impress would be laid against their wages to help to cover the damages. I am sure a house in these regions could not have been an eyesore to these fellows, for it was the only one that we saw in the country. Captain Ross represented the whole business to the Admiralty by his first despatch; and no doubt the Dunes were satisfied to the full, as no more was heard about it; at the same time, means were taken to let the wandering seal-fishers know of the disaster which had befallen their winter-quarters; and, fortunately, the next day some canoes came off to the *Isabella* from a distant part of Jacob's Bight, and among the crews was a Dane from the little factory, who had every thing explained to him.

On the 1st of July, another tribe of Esquimaux came off from the same place. They had with them a larger boat than any we had yet seen, with which they attack the whale as well as the seal. Like all the others it was made of seal-skin, but not closed over the top like the smaller canoes; this boat was 19 feet long, 5 broad, and 2½ deep. Among the crew were five women, who used the paddle indiscriminately with the men; they appeared to be a sort of half-caste between the Dane and the Esquimaux. Like the men, they were clad from head to foot in seal-skin. They had with them eight dogs, and a sledge for journeying over the ice. One of the females, who appeared about twenty years of age, was a comely damsel to look at. Captain Ross induced her, after a little persuasion, to sit for her picture, which was

very ably drawn by Lieut. Hoppner and Mr. Skene. Our Esquimaux, John Sackhouse, was quite at home with these people. In short, hereabouts may be called his native country, if wandering tribes can be said to have a fixed country. His joy was very great when he recognized an acquaintance amongst them. Captain Ross allowed him to launch his canoe, (which had been snugly stowed away on board the *Isabella*,) and to accompany his countrymen on shore, and moreover gave him leave to carry a rifle with him. Next day, however, when the ships were ready to start, he was found wanting, and after much delay a boat was despatched to ascertain the cause of his detention; the crew soon discovered him lying in a hut, wounded by the recoil of his piece. When brought on board, his right arm was found to be out of the socket. The foolish fellow had overloaded his gun, under the idea, as he said, that "more shot, more kill."

This evening we had a strong breeze off the shore, which astonished all hands, from its being so remarkably warm and sultry, blowing, as it did, from the frozen mountains, and sweeping over extensive flocs of ice. On the 3d July we took advantage of a fine breeze and a good opening between the land and the ice, and made a stretch to the northward; this brought us in sight of a group of islands, called the "Woman Islands," where the Danes have another fishing station, composed of a few huts. Near these islands is a bluff-looking mountain, called "Hope Sanderson."

On the 7th, we approached another group, (not exactly known,) which Capt. Ross named the "Three Islands," supposing them to be the same which Baffin saw some two hundred years before. Here we went on shore egg-hunting, but found very few; it was supposed that somebody had been beforehand with us: the cliffs abounded with empty nests; various sorts of birds were seen, and several good specimens shot, and brought on board. These islands are small and low, the largest not exceeding two miles in circumference, and are quite barren. Round the southernmost island we found deep water close to. They are situated about twenty miles from the Greenland coast, in lat. $74^{\circ} 1' N.$ and long. $57^{\circ} 56' W.$ In rambling about I discovered a solitary grave, with a large stone at the head of it; the body lay on the surface with a few turfs over it, like those at Four Island Point. I imagined it the last resting-place of some Esquimaux, but I was not curious enough to disturb it.

The next day a trial was made to warp the ship ahead in a calm, with an umbrella; and although we gave the ship way, the trouble was not compensated by the advantages gained. The boats' crews found it no easy matter to lug up the wet canvass when under the bows, in order to its being rowed ahead again; and so much time was lost in this operation, that before we could step out again on board with the warp, the ship lay as dead as a log on the water. This machine was something like an umbrella of large dimensions, and made of canvass. I have heard of some ship having made use of two with success, I believe on the coast of Africa; which I think very likely, especially if the boats were smart in hauling up the one done with, before it got under the bows of the ship.

Fogs, calms, and the ice, detained us off these islands until the 16th,

when at last we crept on another short stage. The Zephyr, of Hull, neared us this day to acquaint us with the loss of the Brothers, of the same place, which was unfortunately caught between two floes, and nearly cut in two by the shock; she soon sunk, but the crew saved themselves by springing on the ice, and were taken off by other ships. The Brothers had killed six fish. Next day, observing a narrow neck which connected two fields of ice together, (beyond which was clear water,) we rigged a triangle thereon, and set the ice-saws in motion, and succeeded in cutting a canal, through which we passed the ships, and by that means gained a few more miles northing. Although this sawing-work is very laborious, we managed to average near eighty feet an hour, through solid ice four feet thick.

On the 18th, a S.W. wind gradually and gently drove the ice towards the ships and entirely inclosed us, so that no water could be seen for many miles: this was a good opportunity (of which the commanders availed themselves) of sending the crews on the ice to skylark; and what with "foot-ball" and "leap-frog," there was plenty of fun to keep the scurvy out of the bones. Mr. Fisher, assistant-surgeon, tried an experiment on the floating of ice, by immersing a cube of it in a tub of sea-water, which proved, that solid ice floats in the proportion of one part above water to six below; the experiment had been tried before with the same results. The fogs, with which we were much troubled all these days, were perhaps caused by exhalations from the masses of ice; for we often had the sun bright and clear over head, when we could barely see the length of the ship, and hear the Isabella's crew talking, when we could only perceive her top-gallant-mast heads. These fogs are mostly accompanied by a freezing mist, called in these parts the "Barber," from its adhering to the hair and beard in a frozen state, and giving to the face something of the appearance of being under the shaver's hands.

On the 23d July, we had reached the 75th degree of latitude, and left all the whale ships (with the exception of two or three) to the southward; these had, in consequence, better sport; and the Royal George, of Hull, killed a fine fish near us this day, which gave us an opportunity of seeing the whole process of cutting up the blubber. When the dead whale is secured alongside, the harpooners are sent on her with long knives, having spikes under their boots to prevent slipping off. A strong purchase from the mainmast-head is attached to a slip of the blubber about the centre of the whale; when the upper surface is cleared of all that is good, (which is hoisted into the ship in junks of near a ton weight,) the purchase is brought to the capstan and hove on, whilst the slip of blubber is gradually detached, by which means the fish is turned as wanted, until the whole is cleared, when the crang or carcass is turned adrift. By this time the purchase, with its long string of blubber, is nearly ablock: the whole is then cut up on the deck into smaller pieces by the boat-steerers, and tumbled into the hold by the line-coilers, to be put into casks at leisure. The main-brace is then spliced, three cheers given, and they then look out for another fall. This whale was near eighty feet long, and was supposed to yield about twenty tons of oil.

On the 24th, having got rid of a few worthless hands, and entered

volunteers from the whale-ships in place of them, the crew was divided into three watches, a very necessary arrangement in this climate, when the strength of the company will admit of it. The next day a party from both ships walked seven or eight miles over a field of ice, to a small island peeping above it, some eight or ten miles from the coast. This island formed three low hills, and we computed its circumference at near three miles. The remains of an Esquimaux hut and a few human bones were seen; and a number of birds' nests (with young ones) found on the ground. The old birds were very bold, and darted down upon the spoilers of their nests with astonishing velocity. A few good specimens of these were shot, to send to England. The party returned to the ships about midnight, very tired. A walk over ice covered with snow, in heavy marching order, (as a soldier would call it,) with our large snow-boots, rifles, ammunition, grub, &c., made it very fatiguing; it was like walking fourteen or fifteen miles in two or three inches of mud.

On the 28th July, there being but two whalers in sight, (and they far to the southward,) the commodore closed his despatches, and the ships their letter-bags, which were conveyed on board the *Dexterity*, of Leith, for passage to England. A variety of stuffed birds were also sent, and amongst them a few of those shot on the 25th, which were discovered to be unknown to naturalists; and I believe the bird has since been named the "Sabina Gull," in compliment to our astronomer, Captain Sabine. Soon after this, a general order appeared, declaring that it was the commander's wish, in obedience to directions received from the Admiralty, that every specimen of whatever description, collected by any individual on the expedition, should be considered as public property, and as such carefully preserved until delivered up. I know not what caused the issuing of this order at this particular period, but this I know, that there appeared a little ill-blood in consequence, and I believe that this was its first appearance. This evening the field-ice closed upon us, and one mass taking the ship lower than the other, threw her on her beam ends; fortunately, the ice, being now very brittle, gave way at the edges to the pressure; and the ice-saws being speedily applied, the ship righted again without damage. The frequency of fogs has of late caused our abstract of observations to be very bare, and even in clear weather we cannot often take good sights on board. The obstructions of ice are so great in these regions, that the natural horizon is very rarely seen, and the artificial one cannot be used with any degree of exactness on board ship, even in smooth water. Mr. Troughton (of sextant celebrity, and beautiful instruments he made) invented an ingenious spinning artificial horizon, mounted like a compass, for counteracting the motion of the ship, but it was never found to answer for that degree of accuracy with which it was the pride of the officers of this expedition to work, and of whom it may truly be said, that their ships were navigated to a pin's point.

On the 31st, the well-known cry of "A fall! a fall!" brought everybody upon deck, and sure enough one of the *Isabella's* boats (in which was my much-esteemed friend Ross, the captain's nephew) had struck a whale, and was fast to her. Mr. Parry ordered one of our boats to assist, and I had the good fortune to go in her, but not as a looker on;

for on those occasions no more cats are sent than can catch mice. I therefore pulled the stroke-oar, and had my arms pretty well tugged for my curiosity : I was, however, fully gratified. After pulling about and watching for near half an hour, the whale rose, and our harpoon was the second into her. We then veered away the line as slowly as safety would permit, (to tire the fish,) even to making the bollard or timber-head in the bow of the boat smoke with the friction, and to having her nose nearly dragged under water. All this time the whale was towing us along at a precious rate ; her powers, however, gradually slackened, which enabled a third boat to fasten on : the fish now remained mostly above water, blowing in much distress ; this opportunity was instantly seized, by hauling up the boats on either side the tail, upon the monster's back, and there the harpooners began fancing into the vitals ; for it must be known, that the harpooners only penetrate into the blubber to hold on by.* It seemed surprising to me, at each push of the lance, that this huge creature only made a sort of flinching motion, when the least exertion of the tail to the right and left must have smashed our boats and sent us all to kingdom come. My reflections have often been, that the goodness of an all-wise Providence must be particularly felt upon such occasions ; for although all things were given to lordly man for his use, it would be to very little purpose in many instances, if the means were not made adequate to the ends. After a few thrusts of the lance, the fish began to spout up blood and thick matter, (which disagreeably splashed over us,) and soon after to roll over from exhaustion, upon which there was an immediate cry of "Back off !" which was speedily done. It is very necessary to be brisk just then, for the boats had not backed far, when the whale began with tail, head, and fins to kick up a deuce of a floundering. This, fortunately, is but of short continuance, and is called the death struggle ; in a few minutes the fish was quite dead : three cheers were given, (the usual practice,) and the monster of the deep was taken in tow by the boats, and lugged towards the ships, now several miles distant. The whole, from the first striking to the death, occupied about an hour. The *Isabella* lashed the whale to her stern, and the next day she was flinched or cut up in due style. She was upwards of sixty feet in length, and I believe yielded about thirteen tons of oil, which was sold and shared out as prize-money, upon our return to England. I must here observe, that the choice part of our crews were experienced whale-fishers, and that our boats were whale-boats ; and moreover, we were amply supplied with whale-lines, harpoons, and lances.

(To be concluded in our next.)

MILITARY ESTABLISHMENTS OF GERMANY.

No. VII.

BAVARIA.

Composition of the Army.

This kingdom maintains a force consisting of 45,000 regular troops, and 145,000 militia, or landwehr; but owing to the army being organized upon a system of furlough, the number of men actually under arms does not exceed, in ordinary times, 17,000.

The army is separated into four divisions, each consisting of two brigades of infantry, and one of cavalry.

The infantry brigades are severally formed of four regiments of the line, and a battalion of chasseurs; but a brigade of cavalry comprises only two regiments.

The department of the artillery is under a special direction, though not independent of the general military administration. Besides the foregoing, there is a halberdier body-guard, whose captain-commandant is a lieutenant-general of the army. The uniform of this corps is smalt blue, with black facings and turnbacks, yellow linings, and silver embroidery. The rank which the individual holds in the regular army is designed upon his coat collar; hat with lace border, white and blue feather; silver-hilted sword, and black velvet sword-knot, with silver tassels; bandolier, cartouche box, and carbine.

INFANTRY.—Strength and Formation.

The total strength of the infantry of the line consists of sixteen regiments, and four battalions of chasseurs.

A regiment is composed of two battalions, each having six companies, one of which is a rifle company; and a few riflemen are distributed through the third ranks of the other five. The battalions of chasseurs are likewise composed of six companies, and their third ranks carry rifles.

In war time the battalions vary in strength from 1000 to 1200 men; and a reserve battalion, commonly of four companies, but capable of being increased to six, as circumstances may require, is added to each regiment.

It is conceived that Bavaria can produce, on an emergency, an effective force of 50,000 infantry, and 9000 cavalry; and in the early part of the campaign of 1814, the amount of her army was computed as high as 80,000 men. It appears, however, by the treaty of accession to the treaty of Vienna, signed in April, 1815,—which we quote here, as a guide to the real extent of means possessed by this kingdom,—that his majesty the King of Bavaria engaged to bring into the field, and to employ actively, an army of 60,000 men, of whom 8500 should be cavalry, with a proper proportion of artillery, without counting his garrisons.

Uniform.—The whole of the infantry is dressed in smalt blue, with scarlet linings and bindings, and a single row of buttons; the collars and facings vary, as appears beneath, but two regiments are always alike; their distinction consisting of a different coloured button, white or yellow—in winter blue cloth, and in summer white linen trousers,

are worn; leather caps with brass ornaments and mountings, worsted pompons and cockades, muskets, bayonets, sabres with brass mountings, and white leather cross-belts.

The rifle company of the first battalion adopts a green feather, that of the second, white and green; and the riflemen have a bugle embroidered upon their jacket-skirts.

The chasseur battalions are dressed the same as the infantry of the line, with the exception of their coat-linings, collars and facings, which are of green cloth—yellow buttons are worn, with the battalion number on them; caps like the infantry, with green feathers; black leather cross-belts.

The muskets of the chasseurs are of the same calibre and pattern as those borne by the infantry, except that the barrels are shorter, and their bayonets longer.

The subjoined table exhibits the colours of the collars, facings, and buttons, by which the regiments are severally distinguished:—

Regts.	Collars and Facings.	Buttons.
Body Regt.	{ Scarlet, with two bars of worsted } lace upon the sleeves	white, with a grenade
1st Regt. of the line	grape red	yellow
2d	black	"
3d	scarlet	"
4th	light yellow	white
5th	rose	"
6th	scarlet	"
7th	rose	yellow
8th	light yellow	"
9th	crimson	"
10th	"	white
11th	black	"
12th	orange	"
13th	steel green	"
14th	"	yellow
15th	orange	"

CAVALRY.—*Strength and Formation.*

This branch of the service comprehends—

2 Regiments of Cuirassiers, and
6 " Chevaux Légers.

of six squadrons, respectively.

The uniform of the cuirassiers consists of a light blue jacket, and linings of the same, with a single row of metal buttons, scarlet collar and facings; coat and pocket bindings; bars and a crown in white cloth, upon the skirts; the order for full dress is tight white cloth pantaloons and high boots, otherwise blue overalls and half boots; white leather belts, white scale epaulettes; helmet, iron cuirass with brass ornaments, long sword with a brass hilt, and an iron scabbard; pistols, and carbine. The buttons of the first regiment are white, and of the second yellow.

Chevaux Légers.—Dark green cloth jackets, without pocket-flaps; the collars and facings are of different colours, as described beneath, a crown and a lion are worked upon each skirt; dark green cloth overalls;

cap with white horse-hair plume, white scale epaulettes, white leather belts, a slightly curved sword with iron scabbard, pistols, and carbine.

Distinguishing colours of the collars, facings, and buttons of regiments :—

Regts.	Collars and Facings.	Buttons.
1st	crimson	yellow
2d	"	white
3d	rose	yellow
4th	scarlet	white
5th	"	yellow
6th	rose	white

ARTILLERY.—*Strength and Formation.*

This service comprises

- 2 Regiments of Artillery
- 1 Pontoon Company
- 1 Company of Workmen.

A regiment is composed of two battalions of six companies each, and of the following number and description of guns, viz. :—

- seven 6-pound foot batteries
- three 12-pound ditto
- two light-mounted batteries.

The flying artillery, and the 12-pounders, are drawn by six horses, and the 6-pounders by four; and to each piece of artillery an ammunition waggon is attached, harnessed with the same number of horses as the gun which it serves.

Uniform.—Dark blue cloth, lined with the same—black collar and facings; red binding upon the coat and cuffs, and blue upon the skirts; yellow buttons, with two cannons crossways in relief, under the number of the regiment; dark blue cloth trousers; caps with red feather; yellow epaulettes, white leather belts, infantry muskets, straight swords with brass handles.

The train is dressed in a dark blue cloth coat, with collar and facings, and trousers of the same; red bindings, plain yellow buttons, infantry sword, cap with red feather.

The pontoneers are dressed like the artillery regiments, with this slight difference, that they wear no grenade upon the skirt; white epaulettes, and buttons with an anchor on them; light blue feather, muskets similar to those adopted by the chasseurs, and side-arms the same as the artillery.

The company of workmen is dressed as the artillery, but with a cannon on the button, and a red feather.

The engineer corps is divided into five engineer directions, besides two companies of sappers and miners.

Uniform.—Dark blue, with black collar and facings; red bindings, white epaulettes, and buttons; hat and gorget.

The sappers and miners are dressed like the pontoneers, except having two pickaxes crosswise on the buttons of the latter, and a gabion on those of the former; black and red feathers; the sappers carry muskets, and the miners muskets and pistols.

The garrison troops consist of two companies, commonly stationed at Nuremburg.

Uniform.—A dark blue great coat, with upright collar, and a single row of buttons; light blue collar and facings; cap, arms the same as the infantry; white leather cross-belts.

Standards—White and Blue.

Military and Civil Decorations.

- | | |
|--|-----------------------------------|
| 1 St. Hubert. | 3 St. George, (3 classes.) |
| 2 St. Michael, (3 classes.) | 4 Maximilian Joseph, (3 classes.) |
| 5 Civil Service of the Bavarian Crown. | |
| 6 Medal for Military Service. | |
| 7 Do. Civil do. | |
| 8 Military Medal of Honour for Military Health-Officers. | |
| 9 Cross for Military service. | |

Fortresses.

LANDAU, of the first class, belonging to the Germanic Confederation, and garrisoned by Bavarian troops.

Ingolstadt; Upper and Lower Passau; of the second class.

Marienburg—Citadel at Wartzburg; Forckheim.

Königshofen—Rosenberg near Kronach; of the third and fourth classes.

Principal Depôts of Military Stores.

Arsenals—Munich, Marienburg.

Cannon Foundries—Munich, Augsburg, Memmingen, Wurtzburg.

Manufactories of Small Arms—Amberg, Kronach, Neustadt on the Hart.

Powder Mills—Memmingen, Kitzingen.

CONTINGENT.

The contingent of troops which the kingdom of Bavaria furnishes to the army of the confederated states of Germany amounts to 35,000 men, and forms the 7th corps.

No. VIII.

HANOVER.

Composition of the Army.

The nominal strength of the standing army of Hanover is 12,455 men; but the system of furlough on which it is organised causes the number of troops in activity to fall considerably beneath this estimate.

The army consists of two divisions of infantry, each of three brigades, or six regiments; one division of cavalry of four brigades or eight regiments; one regiment of artillery, and a corps of engineers.

There is besides a national corps of dragoons, a part only of whom is mounted; and a corps of chasseurs à cheval.

INFANTRY.—Strength and Formation.

This force comprehends—

Two Regiments of Foot Guards, (one grenadier, and one rifle.)

Nine " of the Line.

One " Light Infantry.

A regiment contains two battalions, of four companies each; and ten men of a company carry rifles.

During a season of war, the regiments receive a third battalion, and carry their full complement to nearly 3000 men.

U. S. JOURNAL. No. 55, JUNE, 1833.

In 1815, previous to the augmentation of territory secured to this kingdom by the arrangements of the Congress of Vienna, Hanover engaged to employ in the field, exclusive of the German Legion then united with the English army, 26,400 men; viz., 23,850 infantry, 2150 cavalry, and 400 artillery; a formidable number of troops when considered in proportion to the country's population.

Those who have had opportunities of witnessing the excellent discipline and efficiency of the Hanoverian army need not be reminded, that the possession of a corps of the numerical strength above detailed is sufficient to confer upon the country a political preponderance in Germany, which few other states can command, whilst the close connection and powerful friendship of England communicate to the public a feeling of security and independence, which would incline them to resent sternly an intrusive act or aggression, directed from without, against their present condition and liberties.

Uniform—The guard rifle-corps and the regiment of light infantry are dressed in green, with black collars, facings, and wings, and silver ornaments. The grenadier regiment of the guard and the nine other regiments wear scarlet uniforms, with dark blue collars and facings, epaulettes and gold ornaments; the regiments, from one to ten, are recognised by the number on the coat button.

The whole of the infantry wears white metal buttons, a grenade and a horn distinguishing the grenadier and rifle regiments, respectively; light blue trousers and black gaiters.

The grenadiers of the guard have bear-skin caps; the other regiments adopt shakos, and with the exception of the rifle-corps, who wear black leather belts, and a waist-belt with a *couteau de chasse* in it, the infantry have white leather cross-belts, with the bayonet-sheath suspended from the shoulder.

CAVALRY—*Strength and Formation.*

This arm consists of eight regiments of four squadrons each; viz.—

Two regiments of Cuirassiers.	
Four „ Hussars.	
Two „ Lancers.	

The body-guard of the sovereign, or the household brigade, comprises a regiment of cuirassiers (life guards), and a regiment of hussars, (guard hussar regiment).

Uniform—Cuirassiers.—White jacket, brass cuirass and helmet, with a bear-skin crest; pallash and sabre-tash—the collars and facings of the life-guards are red—the other regiment has dark blue collars and facings, black helmets and cuirasses—both wear gold ornaments, and light blue cloth overalls.

Hussars—A blue pelisse and dollman, with various coloured embroidery and facings, as described beneath; calpack, with a red pouch, white leather belts, blue overalls, white and yellow mixed sash.

	Embroidery.	Collars and Facings.	Fur.
1st Regt. or Guard Hussar	yellow	red	black
2d „ „	„	white	white
3d „ „	white	yellow	black
4th „ „	„	red	white

The calpacks of the 1st, or guard regiment, are of bear, the others of seal skin.

Lancers—Green jackets, red collars and facings, yellow and white sashes, and yellow and white flags on the lances. The first regiment has red, and the second black czapkas; they are respectively distinguished by gold and silver lace ornaments.

The whole of the cavalry carries pistols to aim with.

ARTILLERY—*Strength and Formation.*

The regiment of artillery is composed of two battalions, each having one mounted, and five foot batteries or companies.

The calibre of the pieces is six, nine, and twelve pounds, five and a half, and eight inch howitzers.

The six and nine-pounders are harnessed by six, and the twelve-pounders by eight horses; the foot batteries are so arranged, that the gunners ride upon the carriages.

Uniform.—Dark blue, red collars and facings, white linings, red and gold epaulettes.

ENGINEER CORPS—*Strength and Formation.*

This corps is under the superintendence of the chief inspector of artillery; it includes a company of workmen.

Uniform.—Dark blue, black velvet collar, and facings, black epaulettes, white linings, and gold ornaments.

Standards.—Yellow and White.

Military and Civil Decorations.

Royal Guelphic Order, (3 classes.)

Medal for Non-Commissioned Officers.

Medal for Waterloo.

Fortresses—Stade. The Castle of Harburg, in decay.

Principal Depôts of Military Stores.

Arsenal—Hanover.

Cannon Foundries—Hanover, Stade.

Manufactory of Small Arms—Hertzberg.

Corn Magazines—Goslar, Hertzberg.

CONTINGENT.

The kingdom of Hanover is required to contribute to the army of the Germanic Confederation a contingent of 13,054 men, forming a part of the 10th corps.

No. IX.

WURTEMBERG.

Composition of the Army.

In peace time, the army of this kingdom does not exceed 4900 men; but the full complement of its war establishment is reckoned at 16,824.

The number of troops which his majesty the King of Wurtemberg engaged to raise and keep in the field, in order to co-operate effectually in the object of the allied powers in 1815, was 20,000, comprising 18,000 infantry, 2000 cavalry, and 24 pieces of artillery. The army is composed of two divisions of infantry, each of two brigades and four regiments; one division of cavalry of the line, of two brigades of two regiments each; one squadron of life guards, and another of chasseurs à cheval, and one brigade of artillery.

The life guards wear light blue uniforms, amaranth collars and facings, yellow metal buttons with a crown on them; shakos, pallasches, and carbines.

INFANTRY—*Strength and Formation.*

The service comprises eight regiments of infantry, each of two battalions or eight companies; and five men of a company, in peace time, carry rifles. When it becomes expedient to place the army upon a war establishment, a battalion is added to each regiment, in the way already described in speaking of the Hanoverian and Bavarian forces; though it is sometimes found preferable to augment the numerical strength of the companies, instead of raising reserve battalions. The squadrons of cavalry receive, in like manner, a proportionate augmentation.

Uniform—Royal blue, red collar, blue facings and turnbacks, with red bindings; false pockets on the skirts; white buttons with the number of the regiment on them; blue epaulettes with red linings and fringe; white leather cross-belts; shako with an iron shield in front, in the form of a half-moon, and the number of the regiment, white tassels and ornaments; muskets, bayonets, and swords.

CAVALRY—*Strength and Formation.*

This force consists of four regiments, and a squadron of chasseurs à cheval. A regiment has four squadrons, with several men armed with rifles distributed in each.

Uniform—Royal blue, (the chasseurs à cheval, dark blue,) similar in cut to the infantry, except that the skirts are closed, and between the turnbacks and the false pockets, nine plaits are introduced. The collar is also of royal blue cloth, red facings, turnbacks, and coat and sleeve-seams, yellow lace and buttons, with the number of the regiment on them; (the chasseurs à cheval have plain buttons;) red cloth shako with the regimental number stamped through in front; red and black plumes; long swords with white knots; pistols and carbines. The rifle sections of squadrons have green plumes; their carbines are longer than the rest of the cavalry, and they do not carry pistols.

The chasseurs à cheval wear black bear skin calpacks, with yellow ornaments, instead of shakos.

ARTILLERY—*Strength and Formation.*

This branch of the service comprises a brigade of artillery, consisting of one regiment and an arsenal corps.

The regiment is formed of two battalions of three companies each; and the train, of two companies.

It is arranged for part of the men who serve the pieces of the mounted batteries to ride upon the carriages.

Each battalion has six guns, and two 10-pound howitzers; the mounted batteries are of 6, and the foot of 12-pound cannons; and to each battery are attached four howitzers and nine cannon ammunition-waggons, two workmen's carts, and a field-smithy. The 6-pound field-pieces, the howitzers, and tumbrils, are all drawn by six horses; the 12-pounders by eight; and the field-forge by four.

The arsenal corps contains an arsenal direction, and three detachments; the former is named the garrison artillery company, and is employed in the working and confection of cartridges and ammunition.

Uniform—Royal blue, black facings, blue turnbacks with a red border, and a grenade in black; red coat and sleeve-seams; white metal buttons with a grenade surmounted by two cannons cross ways on them; shako, with white ornaments, and a yellow grenade in front; white leather belts. The mounted artillery have sabres, pistols, and leather belts, like the cavalry, and calpicks of bear skin, with white scales.

The engineer corps consists of a pioneer and pontoon corps combined, and is attached to the staff of the Quartermaster-General of the army.

Dress, the same as the artillery; shako with yellow metal shield and scales, fascine knife and hatchet; white leather belts, and yellow buttons.

The garrison troops are composed of two companies, doing permanent duty at Hohensperg, a fortress, but used chiefly as a state prison.

Uniform—Same as the infantry, but with plain buttons.

Standards—Red and Black.

Fortresses.

Freudenstadt and Hohensperg, both fallen into decay.

Military and Civil Decorations.

Crown of Wurtemberg, (3 classes.)

Golden Eagle.

Military service, (3 classes.)

Same, with a yellow ribbon, (3 classes.)

Civil service, (3 classes.)

Frederick.

Order of Nobility.

Gold and silver military medal.

Medal for Brienne.

„ La Fère Champenoise.

„ Paris.

Gold and silver Cross of Honour.

Medal of Honour for the Campaign of 1815.

Principal Depôts of Military Stores.

Arsenal and Cannon Foundry—Ludwigsberg.

Manufactory of Small Arms—Oberndorf.

Powder Mills—Urach, Reutlingen, Metzingen, Tübingen, Rottwiel.

CONTINGENT.

The kingdom of Wurtemberg is required, by the Federative Constitution of Germany, to furnish a contingent of 13,955 troops to the army of the Confederation, forming part of the 8th corps.

No. X.

SAXONY.

Composition of the Army.

The amount of the standing force of this kingdom is reckoned at 13,000 men, besides a landwehr corps de reserve.

The arrangements of the treaty of Vienna of March, 1815, in regard to Saxony, were not of a nature to cause the sovereign to lend a very

cordial co-operation to the object of the allied powers of that period; even allowing that the former strong predilections towards the party whose fall was immediately designed could have been overcome in the short space of a few months. The aid, therefore, furnished in May, on the accession to the main articles of the Vienna treaty of the preceding March, did not exceed 8000 men, troops of the line, including the Saxon troops already on the left of the Rhine, and an equal number of landwehr, a force much inferior in numerical strength to that which smaller states were enabled to raise for active employment against the enemy. It was agreed, however, in consideration of the exhausted state of the part of the kingdom of Saxony remaining to the King of Saxony, that the aid which his Majesty should furnish should be regulated by the means at his disposition.

The Saxon army is at present composed of two brigades of infantry, each of two regiments; half a brigade of chasseurs; one brigade of cavalry; a corps of artillery, consisting of one mounted, and three foot brigades, with a train battalion.

INFANTRY—*Strength and Formation.*

This branch of the permanent force is composed of one guard division, containing two companies, and forming a part of the first infantry brigade; four regiments of the line, each of three battalions or twelve companies; and three battalions of chasseurs, severally of four companies, whose third ranks are armed with rifles.

Uniform—The guard division, scarlet coats with yellow linings, collars, turnbacks, and facings, with red flaps; white buttons with a crown on them; epaulettes; white waistcoats; light blue cloth trousers and boots; (in summer, white linen trousers and gaiters;) bearskin caps; muskets, bayonets, and swords.

The four regiments of the line are dressed in dark green coats, light blue collars, and facings; two rows of yellow metal buttons with the number of the regiment on them (the body regiment has a crown;) light blue trousers; shakos with the number of the regiment in wool, in a brass socket; white leather cross-belts; musket, bayonet, and sword.

The chasseurs have likewise green coats, but with black collar and facings, and red bindings; yellow metal buttons with the number of the battalion on them; shakos with the battalion sign in dark green; grey trousers, and black leather cross-belts. The chasseurs are armed the same as the infantry; the sections of riflemen carry rifles and hangers (*couteaux de chasse*).

CAVALRY—*Strength and Formation.*

One regiment of horse guards, and two light dragoon regiments, each of four squadrons, constitute the entire of this arm.

Uniform—Smalt-blue coats, with a single row of buttons, with a crown on those of the horse-guards, and the number on those of the other regiments. The collars, facings, and turnbacks of the guards are white; of the first regiment, crimson; of the second, light-green; and all have white bindings and scale epaulettes, light-blue overalls, helmets, swords, carbines, and pistols, with a number of rifles in each squadron.

ARTILLERY—Strength and Formation.

This establishment is composed of three brigades of foot-artillery, of ten companies each; one brigade of mounted artillery, of two companies; and one train battalion. The company of workmen is under the direction of the chief ordnance department.

The pieces consist of the calibre of twelve and six-pound cannons, and eight-pound howitzers, and the batteries are of six guns.

To the first levy of the contingent of troops furnished to the federal army of Germany belong four batteries, namely—

1 mounted	} each of four six-pound guns and two	
2 foot		howitzers.
1 twelve-pounder battery.		

The six-pounders are accompanied by one, the twelve-pounders by two ammunition, and the howitzers by two grenade waggons respectively; a field-forge is attached to each battery, and a spare tumbril to a company. The guns, ammunition and other carriages, appertaining to the mounted artillery, are all harnessed by six horses, as are the twelve-pounders and spare tumbrils. The six-pounders, howitzers, ammunition-waggons, and forges, are drawn by four horses.

Uniform—Foot Artillery—Dark-green, with red collar and facings, green linings, yellow buttons, yellow leather belts, and shakos.

Horse Artillery—Dark-green jackets, red collars and facings, yellow metal buttons and scale epaulettes, yellow leather belts, shakos, swords, and pistols.

The train-battalion wears a uniform of smalt-blue, with black collar and facings, with a red binding; overalls, white buttons, shakos, and swords with black belts.

The company of workmen is dressed in a green uniform, with green collar and facings, and a red binding; side arms, with yellow belts.

The engineer corps consists of a major, as chief director of the military works, several officers, and men, with a company of sappers and pontoneers. Uniform the same as that worn by the light infantry regiments, but with crimson collar and facings, green linings, white buttons, yellow leather belts, musket, bayonet, and sword. The sappers wear upon the coat skirt a spade and pickaxe embroidered; the pontoneers an anchor in metal; and the signal-men a horn.

The garrison troops consist of one garrison division, occupying the fortress of Konigstein; their dress resembles that adopted by the infantry of the line, except the facings and flaps are black, and the buttons plain.

Standards—White and Green.

CONTINGENT.

By the federative constitution of Germany, the kingdom of Saxony is engaged to furnish, in a season of war, to the army of the Confederation, a contingent of 12,000 troops, which forms a part of the 9th corps.

Military and Civil Decorations.

The Rhombick Crown.

Military—St. Henry (4 classes).

Civil Service (4 classes).

Gold and Silver Medal for Military Services.
 Military Medal of Merit (2 classes).

Fortress.

Konigstein (of the third class).

Principal Depôts of Military Stores.

Arsenals—Dresden, Konigstein?
Cannon Foundry—Dresden
Manufactory of Small Arms—Olbernhau.
Powder Mill—Freiberg.

No. XI.

BADEN.

Composition of the Army.

The regular force of this grand duchy is estimated at 11,500 men, and is composed of a division of infantry, of two brigades, each containing five battalions; one brigade of cavalry, and one of artillery.

In 1815 the resources of the state, notwithstanding the harassing events of the preceding period, were sufficiently extensive to enable the Grand Duke to engage to keep in the field a corps of 16,000 men of all arms, for the formation of a part of the grand army then assembling on the Upper Rhine; and further to engage to mobilize the landsturm, according to the exigency of the case, for service within the country, and for the defence of the interior.

INFANTRY—Strength and Formation.

This arm comprehends one body grenadier battalion, four regiments of the line, and a battalion of light infantry. The regiments are composed of two battalions, each of six companies, including one of grenadiers and another of chasseurs, which form upon the right and left flanks of the battalion.

Uniform—The four regiments of infantry are dressed in blue coats, with red collars and facings, blue cloth trousers and gaiters, and in summer white linen; shakos; the grenadiers and chasseurs with black horse-hair plumes; white leather cross-belts; light infantry, black; muskets, bayonets, and fascine-knives. The guards and the non-commissioned officers carry swords.

The regiments are distinguished one from the other by the colours of their epaulettes and buttons, after the manner described beneath; the body grenadier battalion, however, wears silver lace, epaulettes, and grey cloth trousers:—

Regts.	Epaulettes.	Buttons.
1st	white	yellow
2d	red	white
3d	yellow	yellow
4th	light blue	

The Cavalry consists of one regiment of dragoon-guards, and two of dragoons, each comprising four squadrons.

Uniform.—Light-blue jackets and overalls; helmet; white leather belts, and various coloured collars and facings; thus—

Regts.	Collars and Facings.	Buttons.
Drag. Guards	crimson, with silver-lace	white
1st	white	yellow
2d	red, with gold-lace	"

Swords, pistols, and half the men of each squadron carry carbines.

ARTILLERY.

This service is formed of a brigade, consisting of one horse and three foot companies; one driver, and one pioneer company. The mounted, and two of the foot batteries, are respectively composed of

Six 6 lb. cannons
Two 7 lb. howitzers.

The other foot-battery consists of—

Six 12 lb. cannons
Two 10 lb. howitzers (French calibre).

Making a total of 32 pieces.

The guns of the horse-artillery, and of the heavy foot battery, together with their appropriate ammunition carriages, are drawn by six horses, while all the others are harnessed to four.

The Train forms the company of drivers.

Uniform.—Dark-blue, with black collar and facings and red turn-backs; blue trousers and black gaiters; red epaulettes and flaps; shakos; yellow buttons, and white leather belts. The foot-artillery and pioneers carry musketoons, with bayonets, and fascine-knives. The mounted artillery adopt blue cloth overalls, boots, and light-blue epaulettes, and are armed with swords and pistols.

Standards.—Red and Yellow, with a white border.

Military and Civil Decorations.

Order of Fidelity.

Charles Frederick.

Military Service (5 classes).

Rampant Lion (3 classes).

Military Service Medal.

Gold and Silver Civil Service Medal.

Cross of Merit for officers.

For Meritorious Services (3 classes).

Principal Depôts of Military Stores.

Arsenals.—Karlsruhe, Mannheim.

Cannon Foundries.—Karlsruhe, Mannheim, Villingen.

Manufactories of Small Arms.—St. Blasien, Schutterthal.

Powder-Mills.—Ettlingen, Bischofsheim, and near Pforzheim.

CONTINGENT.

The proportion of troops which the Grand Duchy of Baden is engaged to furnish to the army of the Germanic Confederation amounts to 10,000 men, and forms a part of the 8th corps.

ON STEAM NAVIGATION.

"Nor calm, nor storm, nor rock shall more
 Arrest the hardy seaman's course;
 The elements my power adore,
 And man I've taught to curb their force;
 With vapour over storms prevail,
 And mock in calms, an idle sail."

THIS is a theme of greater importance to the "United Services," and to the trade and resources of the State, than perhaps many of their members are yet aware of. It is true, that naval officers have already found it to their advantage to study the properties of steam, for it has worked such wonders in a span of time, as to have become alike essential to our national prosperity and individual comfort. What would Vernon or Anson have thought of the man who would have told them that ere a century had slipped away, "The Channel communications would be kept up by hundreds of vessels running against wind and tide? That the whole British navy would be supplied with blocks of all descriptions by merely giving a portion of wood, iron, and brass, to an inanimate machine moved by fire and water?" How would they have marvelled had the prophet also revealed to them, that an honest Cockney, in the good year 1833, might embark at the Tower Stairs for France, with the sole intent of drinking a bottle of claret, and returning to his desk at a given hour! The music, and dancing, and laughing, and singing, which have supplanted the nausea of a trip to the Nore,—or that still more desperate voyage for resolute Londoners, the distant shores of Thanet,—would have exceeded all possibility of belief in the minds of old seamen, who must have witnessed such hundreds of holiday sailors venting their groans, and feeding the fish. Instead of a white sail bounding over the billows on its tack and half-tack, they would stare at the chimney, and its long Tartarian streamer forming a right lipe over the surface of the waters:—

"Unlike the common tardy smack,
 Without a single pause or tack,
 The gallant steamer flies to Margate,
 Straight as a ball unto the target."

Thus has a great revolution been effected in the theory and practice of navigation before the eyes of the present generation, and a striking alteration has taken place in the activity and aspect of our coasting-communications. A similar change will, no doubt, follow in maritime warfare; and the glorious pomp and consequence of a fleet will dwindle to the hulls and chimneys of a horde of steam-boats. The force and direction of the wind, in forcing the line of battle, will no longer enter into the elements of calculation, nor will calms suspend the moving power. The future contests will be rather military than naval; and the running-down system of the ancient galleys, with the weight and velocity of fortified stems directed against the broadside of their opponent, as the vulnerable part, is likely to cramp the late practice of raking.

Bishop Wilkins formerly expatiated on the grand advantages that would result to mankind from sub-marine navigation,—how secretly people might go about the world,—how they might allure and betray

all kinds of fishes,—how they might dodge the tempests of the surface,—and a score of other conveniences. What would the flighty philosopher have given to imagine the present aspect of the Thames, with its numerous steamers defying the winds and tides?

Yet how few of our officers have hitherto studied the properties of this mighty agent! We may even question whether there are many well-educated officers, who, at the present moment, can define the difference between a high and low pressure steam-engine. But we trust that, ere long, this almost allowable ignorance will be swept away, and the doctrine of forces will be as familiar as the shifting of chess-men. So that the knowledge which is now only casual, may become systematic, and every officer be reared to a familiar acquaintance with the moving power thus placed under his direction.

Half a century ago, by the close and diligent attention of an experienced man, a single pound of cotton could be extended to a thread of 17,000 yards in length. This appeared a vast triumph of moral power; but now, by application of steam, the same quantity can be carried no less than 167 miles,—and this, from the engine being as ductile as it is stupendous in force,—under the guidance of a mere child! Before the introduction of this agent into the British factories, India, which had been the precursor, was our rival in cotton fabrics. Now, however, although labour costs there only one-seventh of what it does in England, we are able to card, spin, and weave India-grown cotton at Manchester, to dye it, to print it, and after affixing the Oriental mark, to undersell the natives in their own market, after a voyage of 28,000 miles!

“Profoundest speculators puzzling,
Well might it cause surprise extreme,
To learn that Hindoos wear our muslin,
Wove, and embroider'd too, by steam.

In Cornwall, steam-engines of a thousand-horse power, and of beauty equal to their magnitude, are capable of raising fifty millions of pounds of water through the space of a foot by the combustion of a single bushel of coals; and there is one factory in this country that spins thread 60,000 miles in length in a day, and withal so delicate in its texture, that the breath would break its continuity. Indeed, when we contemplate the power of steam as already developed in machinery, printing, chemistry, gardening, navigation, mining, fabrication, travelling, and even culinary purposes, who can assign limits to its utility, or speculate on what it may yet be applied to?

We must here advert to the natural and obvious political reflection which arises on the extension of machinery, and the application of inanimate power, viz., that it adds misery to the lower orders by throwing them out of employment. It must be conceded that new improvements which change the habits of the poor must, at first, expose them to temporary inconvenience and distress, which it is the duty of society to guard against; yet the invariable result of such improvements is that of bettering the condition of mankind. And it is a knowledge of this fact which constitutes the difference of civilized life, and the privations, ignorance, and insecurity of the savage state. The prodigious increase of mechanical power which has accrued from the introduction of the steam-engine was ably illustrated by our friend Captain Dupin, in

1820; and it is within probability, when we add, that the force has been almost doubled since that period. According to him, the great pyramid of Egypt required for its erection the labour of above 100,000 men for twenty years; but if it were required again to raise the stones from the quarries, and place them at their present height, the action of the steam-engines of England, which are managed at most by 36,000 men, would be sufficient to produce the effect in 18 hours! And if it were required to know how long a time they would take to cut the stones and move them from the quarries to the pyramid, still a very few days would be sufficient. This opinion rests on the following calculation:—The volume of the great pyramid is 4,000,000 metres, and its weight about 10,400,000 tons. The centre of gravity of the pyramid is elevated 49 metres from the base, and taking 11 metres as the mean depth of the quarries, the total height of elevation is 60 metres, which multiplied by the number of tons gives 624,000,000 of tons raised one metre. Then the total of the steam-engines in England represents a power of 320,000 horses. These engines, moved for 24 hours, would raise 862,800,000 tons one metre high, and consequently 647,100,000 tons in 18 hours, which surpasses the produce of labour spent in raising the materials of the great pyramid.

By studying these well-known facts, it will be seen that the invention of the steam-engine has already produced so great a change in the arts and conveniences of life, that it may justly be regarded as an era in the history of the world. By this has a prodigious power, which, in the hands of nature, is instrumental in the “wreck of matter and the crush of worlds,” been controlled, and varied from combating the elements to the spinning of textures more delicate than gossamer. Unlike animals who require periods of relaxation, and whose physical strength is of so fluctuating a quality and duration, its mighty services are always at command without intermission or lassitude.

It is true that other discoveries had raised the intellectual greatness of man, far beyond the anticipations of rational conjecture, as the wedge, the screw, the lever, the pump, the printing-press, the prism, the telescope, the time-piece, the barometer, the magnetic-needle, and other products of genius proudly testify. But whatever human capability amounted to, before the application of steam, it has increased beyond calculation since that invention. We may, therefore, indulge in a few reflections on a subject of such intense interest.

Steam is vapour, whose elastic force has been employed as a mechanical agent for impelling machinery. The word is used in a general sense, to denote the visible cloudiness arising from the condensation of the atmosphere, although it is palpably only water in minute globules; but in mechanics the term is more properly confined to water in its elastic form, at or above the temperature of 212° , and when it is invisible. Steam, however, cannot be confined to this definition, since Mr. Dalton, of Manchester, has proved that water assumes elasticity at even the lowest temperatures. The source, therefore, from which the engine derives its power, is in the property which water possesses of being expanded to an amazing degree by heat; and the conception of its nature will be materially assisted by the facts shown in Mr. Dalton's laborious experiments, viz.:—

1. A cubic inch of water is convertible into a cubic foot of steam, when its elasticity is equal to 30 inches of mercury.

2. One pound of Newcastle coal converts seven pounds of boiling water into steam.

3. The time required to convert a given quantity of water into steam, is six-times that required to raise it from the freezing to the boiling point, or from 32° to 212° , supposing the supply of heat to be uniform.

4. When a quantity of water is exposed to a given temperature, the quantity of steam formed in a given time will be as the surface, all other things being equal.

5. The depth of water evaporated in a given time will be as the force of vapour, whatever be the surface, if the mass be uniformly of the same temperature.

6. When a quantity of water is raised to the boiling point or 212° , it requires as much heat to give it the elastic form as would raise the same water 900° higher.

7. The same weight of water, in the form of steam, contains the same quantity of heat, whatever may be its temperature or density.

The property of expansion begins to operate at a temperature of 40° of Fahrenheit, below which it also possesses the opposite quality of expanding by the decrease of heat. When the temperature exceeds 40° , it remains fluid until heated to 212° ; it then assumes the æriform state, and flies off in elastic vapour or steam. This light body may be retained within a close vessel, even when it is capable, unconfined, of expanding itself to several hundreds of times the area of its prison. In its confined state, it exerts a force against the sides of the vessel proportionate to its compression; which force being applied to water or any other matter intervening between the steam and the channel of escape, exerts itself on the intervening matter, and thereby puts it in motion.

This is the most palpable and evident property of water thus converted by its combination with caloric,—and one with which mankind have probably been acquainted from the earliest dawn of civilization. Thus Virgil, in describing the effect of Alecto's torch upon the breast of Turnus, says,—

——— “ *Magno veluti quum amma sonore
Virgea suggestitur costis undantis aheni,
Exultatque æstu latices; iurit intus aquai
Fumidus atque alte spumis exuberat amnis;
Nec jam se capit unda; volat vapor ater ad auras.*”

But another source of vapour-power required greater observation to detect; this is the faculty which steam possesses of being instantly condensed by cold, and re-converted into the small quantity of water from which it was originally produced. By this property a partial vacuum may be produced in a vessel which was, an instant before, filled with steam; and if we suppose a tube connected with that vessel, and a well not exceeding 25 feet below, the pressure of the atmosphere will act upon the surface of the water in the well, and thereby raise it up through the tube and fill the vessel.

Although Hero, the Alexandrian, described a machine moveable by vapour so far back as 130 B.C., and Vitruvius, speaking of the *forcing-pumps* of Ctesibius, shows the hydraulic application of the *Æolipile*,—yet the first person who entertained the idea of employing steam as a motive-force is not certainly known. In the dark ages which followed the disruption of the Roman empire there appears no trace of the employment of this agent, until the year 1563, when a slight sug-

gestion on the subject appeared in a work by one Mathesius. This was followed by a book, printed at Leipsic in 1597, in which a "whirling Æolipile" is recommended as a substitute for the turnspit dog. Eighteen years after this, Solomon de Caus, an able French engineer, published "Les Raisons des Forces mouvantes avec divers desseins de Fontaines;" in which work he describes the method of causing a jet by means of a spherical kind of Eolipile. But though he appears to have been aware that a vacuum could be obtained by the condensation of steam we have no opportunity of ascertaining whether he ever thought of using it as a means for increasing the power of his machine.

The steam-engine may be said to have had merely the character of a philosophic toy till the year 1629, when Giovanni Branca, of Rome, published his "Macchinè Diverse." In this work the philosopher describes how to work mills by the steam gushing from a large Æolipile, and blowing against the vanes of a wheel. From the description and plate which illustrates it, it seems to be a modification of Hero's principle; and if he had ever put it in practice, he must have discovered that the force of steam, by such means, would have been inconsiderable.

In 1663, the Marquis of Worcester, a nobleman of great ingenuity, published a little work called "A Century of the Names and Scantlings of Inventions," in which one hundred contrivances of his own are enumerated. The account he furnishes of each is short, and often very obscure; the latter fault is particularly chargeable to the description he furnishes of a machine for raising water by the force of water. As this is usually acknowledged to be the first real steam-engine, though it was only for raising water by expansion, we will submit the Marquis's own description of the *fire-water* work:—

No. LXVIII. An admirable and most forcible way to drive up water by fire; not by drawing or sucking it upwards, for that must be, as the philosopher calleth it, *infra spheram activitatis*, which is but at such a distance. But this way hath no bounder, if the vessel be strong enough: for I have taken a piece of a whole cannon, whereof the end was burst, and filled it three-quarters full of water, stopping and screwing up the broken end, as also the touch-hole, and making a constant fire under it; within twenty-four hours it burst, and made a great crack; so that having a way to make my vessels, so that they are strengthened by the force within them, and the one to fill after the other, I have seen the water run like a constant fountain-stream forty feet high; one vessel of water rarified by fire, driveth up forty of cold water. And a man that tends the work is but to turn two cocks, that one vessel of water being consumed, another begins to force and refill with cold water, and so successively; the fire being tended and kept constant, which the self-same person may abundantly perform in the interim between the necessity of turning the said cocks."

There is great merit in this passage, notwithstanding the difficulty of the "forcing and re-filling" therein mentioned, and a general ambiguity throughout; and as there is nothing in common with the schemes of De Caus or Branca, of whom the Marquis might never have heard, it has a strong claim to originality. The obscurity of style may have been studied, for the author was merely enumerating, not explaining, the projects which he wished the King and Parliament to enable him to prosecute; nor is the account so mystified but that it is plain he

describes an engine capable of raising water by the repellant power of steam.

The next remarkable epoch in steam history is the taking out of a patent for a new invention for raising water by the impellent force of fire, by Captain Thomas Savery, a sailor, under the date of the 25th of July, 1698. About this period serious apprehensions were entertained that mines, otherwise of immense value, must be abandoned, unless more powerful and economical means were adopted of drawing the water from them. This object Captain Savery,—who is described as a man of ingenuity, depth of thought, and true mechanic skill,—effected by steam, by a method which, though less stupendous than the series of plunging-pumps, supported by balance-bobs, along a tremendous beam of a quarter of a mile in vertical length, now used, was nevertheless effective to the extent then required. It is thus described in his “*Miner’s Friend*.” A pipe descended into the water of the mine, and terminated at the top in a large receiver, which may be compared to a square chest; the upper orifice of the pipe was covered by a valve opening upwards. Into the receiver a pipe opened which communicated with the upper part of a close boiler, about half filled with water, and set in a furnace, as at present, so that the requisite heat of the water could be constantly kept up. The pipe that connected the boiler and the receiver contained a cock by which the communication between these vessels could at any time be suspended or opened. At the commencement of the working a quantity of steam was let into the receiver, which it filled, driving out the air it contained through a valve properly situated for that purpose. The steam-cock was then closed, in consequence of which, as the receiver cooled, the steam which had entered it condensed into water, and became nearly a vacuum. By this means, the pressure of the atmosphere was removed from that part of the water in the mine which entered the pipe rising from it to the receiver, and therefore, as in the suction-pipe of a common-pump, the pressure on the rest of the surface forced the water to rise and fill the receiver. The equilibrium being thus restored, the valve of the pipe from the well closed by its own weight. The steam-cock was now opened, and the effect was to drive the water out of the receiver through the valve at which it had previously driven out the air; this valve was in a pipe which rose perpendicularly above the receiver, but commenced at the bottom of it. Thus the receiver was again left filled only with steam, and a quantity of water, equal to its capacity, was discharged from the mine. In continuing the operation, a cock was opened which let into the receiver a quantity of water in the form of a shower; this produced a speedy condensation of the steam, the water rose again, and was again driven out as before.

Such was the first attempt to form a powerful engine by the use of steam; and, however defective on the score of pressure, destruction of steam, and consumption of fuel, it must be acknowledged to be nearly perfect in its contrivance. Yet Dr. Desaguliers, not recollecting that while the one operated only by the expansive force of steam, the other added to that force the pressure of the atmosphere, has harshly endeavoured to take away all the merit of the invention of the *fire-engine* from Captain Savery, as if he had merely copied it from the Marquis of Worcester. Moreover, the candid detail of the principle, and the useful

instructions relative to the management of the machine given by the Captain in "The Miner's Friend," is too liberal and honest an appeal to experiment for mere plagiarism, if the construction of an engine from so enigmatical a description could be so branded. The Doctor, however, accuses him of having bought up and burnt all the Worcester pamphlets. Such an act might have been prompted by the interest depending on the patent; but it is not proved; and in any case, as Lord Orford said, would have been an amazing piece of folly. He also relates that the Captain invented a story, as the first hint of his invention; which story, however, does not appear in "The Miner's Friend." It seems that Savery, having emptied a Florence flask, had thrown it on the fire, when perceiving the little wine left in it had filled the bottle with steam, he took it by the neck, and plunging its mouth under the surface of the water in which he was washing his hands, the water was immediately driven up by the pressure of the air. "*Now,*" exclaims Desaguliers, "*he never made such an experiment then, nor designedly afterwards.*" To prove this rash assertion, he then details, that on his making the trial, the pressure of the atmosphere was so strong as to beat the flask out of his hand, and throw it against the ceiling. This is a most unwarrantable and unphilosophical conclusion for a man of science and probity;—the same quantity and quality of wine, as well as the same thickness of glass, and the same heat, would be required for fair comparison; and the Doctor's atmospherical pressure is not the least extraordinary part of the experiment*. Nor was this the only attack on the Captain;—he was accused by the French of having merely improved upon the schemes of Papin and Amontons; we will therefore briefly refer to what was passing in France.

About the year 1682, that dexterous hypocrite, Sir Samuel Moreland, being at St. Germain's, exhibited a project for raising water by steam to the French king. There is no record of the experiment; but a manuscript in the Harleian Collection, in the British Museum, proves that he only followed the Marquis of Worcester. At the same time, Dr. Papin, in trying to dissolve bones in a digester by steam of a very high pressure and temperature, is said to have introduced the simple but invaluable accompaniment of the steam-engine, the *safety-valve*, and thereby contributed to mature a machine which must otherwise have been abandoned. There is also an inference, though he never followed up the idea by actual experiment, that he invented the well-known atmospheric steam-engine. With these admissions in his favour, we are constrained to add, that the attempts of Dr. Papin to employ the force of steam are scarcely entitled to notice, either on the score of originality, merit, or precedency; for his principal work, in which he concedes priority to Savery, was not published till 1707. And M. Amontons has still smaller claim: his invention consisted of a fire-wheel for the production of circular motion, and was announced in 1699; but as the motion of this wheel was to be produced by the alternate dilatation and contracting of air, and not of the steam of

* Dr. Desaguliers attempted an amendment on Savery's engine; but his suggestion was not adopted, as it caused the death of the manager. Dr. Harris asserted that Savery's was not to be hurt "but by stupidity and negligence."

boiling water, it has nothing in common with the Captain's machine, except that the first cause of motion is fire.

A few years after the publication of the "Miner's Friend," the well-known Mr. Newcomen, an ironmonger, together with Cawley, a glazier of Dartmouth, conceived the idea of improving upon Savery's engine; but their exertions terminated in the adoption of a new principle, of memorable consequence in the history of the invention. It consisted in abandoning the force of *expansion*, and employing only the *condensation* of steam to obtain a vacuum, and thus cause the pressure of the atmosphere—which was rendered effective in a very powerful degree—to act, unbalanced, upon a piston fitted into a cylinder; and as the force was therefore exerted on a moveable piston, the engine was capable of being applied to give motion to pumps and machines, whereas its predecessors were confined to the raising of water. This was less a matter of original discovery than a judicious combination of the inventions of others, for it consisted of Savery's condensation with Otto Guericke's exhausted cylinder. Savery hence laid his claim to a participation in the *firm*, and became, in consequence, associated in the patent obtained in 1705; and, in strict justice, that of Humphrey Potter—the boy who, to gain time for play, contrived tackles to make the machine work of itself—might have been afterwards added. From the union of principles in this new engine, a reciprocating motion was obtained, which was applied to the working of a forcing-pump, by the intervention of a great beam, suspended on gudgeons at the middle, and swinging like the beam of a balance. A rod from the centre of the piston was attached to one end of this beam by a short chain; and to the other end, the rod of the forcing-pump was similarly connected; every time, therefore, that the piston sunk in the cylinder, the rod of the pump which extracted the water from the mine, was drawn up; and as this end was purposely made heavier than the piston end, the piston rose when the steam was let in under it, although this steam might possess so little elasticity as only to be just a counterpoise to the weight of the atmosphere.

(To be concluded in our next.)

NARRATIVE OF THE CAPTURE OF THE DIAMOND ROCK, EFFECTED
BY SIR SAMUEL HOOD, IN THE CENTAUR.

BY CAPTAIN BOSWALL, R.N.

AFTER the surrender of the Dutch colonies of Demerara and Berbice, in September, 1803, the Centaur, 74, Commodore Sir Samuel Hood, and Captain Sir Murray Maxwell, proceeded off the island of Martinique, for the purpose of blockading Ports Royal and St. Pierre, the two principal harbours on the west side of the island, to intercept any man-of-war, or vessels coming from France with stores or provisions for the garrison, of which our commodore had intelligence, by the capture, a few days before, of a French packet direct from Brest.

Having at this time very few men-of-war on the Barbadoes station, and those employed with the troops under General Greenfield on the before-mentioned services, the commodore in the Centaur undertook this important service of preventing supplies being thrown into Martinique, which was very effectually done for a short time, by the surest of tests to us on board—a few good captures. But powerful as our good ship was in men, guns, and swift in the breeze, we felt it no easy service for a single man-of-war to keep such an extended line of station from the Diamond to St. Pierre, so as to command the north and south passages round the island, as the prevailing trade-winds and strong currents often, during the night, and at other times, forced the ship so far to leeward of her proper station, that it occasioned us many an anxious chase after suspicious vessels, when descried within blockading limits.

We were not, however, long without a consort; for on the 2d of December, the *Sophie*, a French privateer, was taken by us, after an interesting chase of twenty-four hours. Sir Samuel Hood immediately put her into commission as a tender to the ship; the command of this schooner was given to Lieut. William Donett, and he was sent off the Diamond to keep a good look-out to windward, and to signal the approach of all vessels from that quarter, or attempting to pass between the rock and the mainland of Martinique.

While Mr. Donett was engaged on this service, he made frequent trips to the Diamond, for the object of procuring food for his stock, and found an abundance of thick, broad-leaved grass, well adapted for making straw hats for the seamen, which soon became a matter of some importance to them, as the schooner's crew had many orders from the ship for a supply. There was also growing on the rock, and almost covered it, an excellent substitute for spinach, called by the natives *calallo*; it is much the shape of the large common dock-leaf, and turned out a most useful vegetable to our people, as they had been long on salt beef; and the *calallo*, when boiled in large quantities and served out daily, put a stop to a heavy sick-list of scurvy cases.

The Diamond Rock now became a favourite spot, as the schooner had brought us so many good things; and I remember, when cruising on our usual station off Point Solomon, the schooner joined us. Mr. Donett came on board, when Sir Samuel then determined to take possession of the Diamond, fortify it, and to put it upon the establishment of a sloop of war. Next day, blacksmiths and carpenters were set to work, making intrenching tools, hand-barrows, &c., and the seamen to

make and prepare the necessary purchases. All in about a week was ready, as far as the resources on board the ship would admit; and a working party of fifty seamen and twenty-five marines, under the orders of Lieutenant Andrew Maurice, with fourteen days' provisions, were landed on the Diamond Rock. As the party was to keep the launch completely armed with her 24-pounder carronade, she was secured at the only landing-place, and the gun mounted on a projecting point, commanding this little cove. Immediately opposite the landing-place a very large cave was discovered, in which the forges were erected, and the carpenters and other artificers established their workshops; indeed it was so capacious, that it contained the whole party and material for the first night. The interior of this cave, generally with the whole rock, being grey limestone, was very dry. From the roof were suspended numerous stalactites, which made a most brilliant appearance when the forge and other lights were burning; added to which, the mirth and fun of the party at getting on shore after long confinement on board, and our very novel employment of fitting out such a nondescript vessel as his Majesty's sloop the Diamond Rock, made this evening pass off very cheerfully; and at the next dawn our party entered most zealously into the various duties they had to do, so very different from what they had lately been accustomed to.

The low flat ground, as seen in the wood-cut (p. 213), was soon cleared of its long grass and wild spinach; and a number of small dry caves and openings at the base of the rock were selected by the seamen for suspending their hammocks, and forming themselves into messes, while the officers were in tents, pitched on the flattish part of the ground, containing about three quarters of an acre. There were also two other caves of large dimensions, which became of importance to the safety of the rock, as well as conducive to the health of the squadron cruising amongst the French islands. It was armed with a 32-pounder carronade; and here was afterwards executed the grand magazine called "Hood's Battery." It is about half way up the rock, (see wood-cut,) at least 360 feet from the water-line. This gun was sent up traversing on the jack-stay, or rope, secured at the top of the cave, and on the low ground, and the latter was always used afterwards, by attaching a large tub to it, to convey stores and provisions to the upper parts of the rock; and when taken away, in the event of an enemy getting possession of the guns on the low grounds, the upper ones being deemed impregnable as long as they had ammunition or provisions, which was the case when the French fleet attacked it. They landed and stormed the lower forts, covered by their ships, after a heavy loss. Unfortunately, when our sailors retreated to the upper guns, they had not sufficient ammunition and water, and were obliged to surrender. •

The other cave, on the east side of the rock, was built up in front to the height of three stories, and converted into a most excellent and well-aired hospital, (where the sick and wounded were sent, instead of conveying them to Barbadoes or Antigua,) amply supplied, after we left it, with a good medical staff, and every comfort for such an establishment.

About this time a serious accident happened to our tender, the Sophie, which caused the most sincere regret and sorrow from the officers and crew of the Centaur. From some cause or other, which we never could learn, the schooner blew up off Point Solomon, and only one seaman

saved, by a French fishing canoe. The service lost, in my poor friend Donett, a gallant and promising officer.

As there was no water to be found on the rock, a large tank was constructed to receive the numerous rills falling from the upper ridges, accumulated by the heavy dews which always fall in this climate during night, and continue between sunset and sunrise. Then followed the erection of the one-gun battery, (a long 24-pounder, named after the Centaur,) to command the channel between the rock and the mainland of Martinique. During the progress of these works, the ship at last came to an anchor on the south and most perpendicular side of the Diamond Rock.

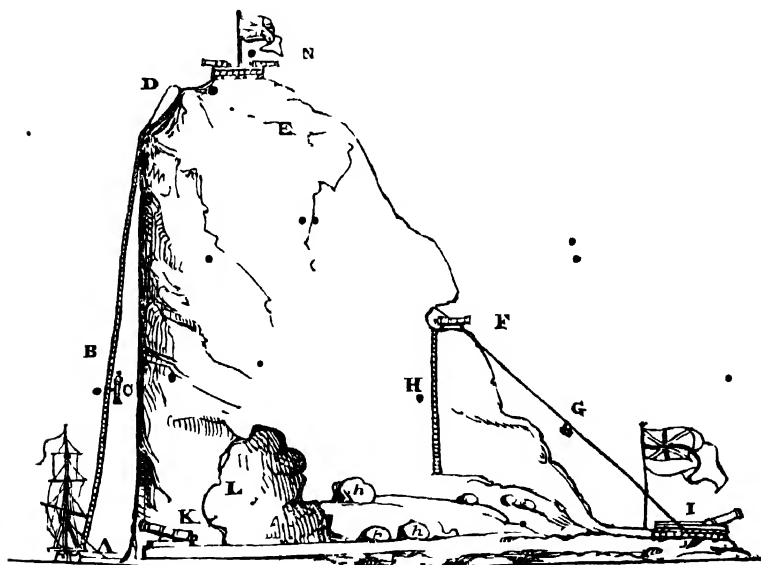
The first thing to be done was to secure the Centaur by her bowers and spare anchors, and to suspend the hand-masts and fire-booms in a horizontal direction from her larboard side towards the base of the rock; the end of the stream-cable, to serve as a jack-stay, was then sent up by a line from the party on the top of the rock, and well secured round a projecting part of it, about eighty or one hundred feet below the summit. The inner, or ship end of the cable, was rove through a purchase, (called a vial,) used in line-of-battle ships for increasing the mechanical power of the capstan when they cannot weigh their anchors in stiff or tenacious ground, and well secured within the midship port on the main-deck, after having been rove sufficiently taut to bring the hand-masts and fire-booms to bear a steady pressure against the rock. The long 24-pounder was then suspended in the sling attached to the vial-block, and with a gun-tackle purchase, (simply a single block at the gun-slings, and the double one lashed at the upper part of the rock, through which was rove a small five-inch hawser,) the word was given at the capstan *to heave round*; and to all the inspiring tunes the band could play, away marched the first gun up its tremendous and perilous journey of seven hundred feet from the level of the sea, and four hundred feet horizontally from the ship. The men at the capstan were relieved every hour; and commencing at half-past ten A.M., the gun was landed at the upper end of the stream-cable at five o'clock P.M., having been seven hours in heaving him up to the first landing-place, when the party on shore parbuckled him up to his berth on the top of the rock with three cheers.

This battery was named according to the various fancies of the sailors, who had never undertaken such an extraordinary piece of service in their lives.

The next day they began on board the ship earlier, and the second gun was got up about three P.M., by the same means as the first; but the men were nearly nine hours at the capstans, in consequence of the wind blowing very fresh this day, causing the recoil of the waves from the base of the rock to be so powerful, that the ship became unsteady, swinging the gun at such a fearful rate, that three times the end of the stream-cable was cast off from the ship, and the gun remained suspended from the rock. Indeed, they almost despaired on board of getting it up, but fortunately they did succeed, as the gun was scarcely landed, when one of the cables which held the ship was discovered severely cut by the rocks, and in danger of going adrift every moment, which, towards evening, took place, as the cable parted from the anchor, and obliged her to put to sea, leaving Lieutenant Maurice and his party to mount the guns in battery.

About four days after, Sir Samuel Hood made a signal to the rock to try the range of the 18-pounders, which was done, and found to command the passage between the rock and the main island so effectually, that no vessels could attempt it without great risk; and from the great height of the guns above the horizon, the shot were carried to such a distance, that vessels passing the rock on the outside, or great channel between Martinique and St. Pierre, were obliged to keep so far off the land, that the winds and strong westerly currents would not let them fetch into Port Royal Bay. Thus the object of taking possession of the Diamond Rock fully answered the purpose intended; and the rock was, in due form, put upon the establishment of a sloop of war, but with almost a frigate's complement of seamen and marines, being allowed to have as many supernumeraries as to make the number one hundred and fifty men and boys, supplied with ammunition, stores, and provisions from Antigua or Barbadoes for six months.

NORTH-EAST SIDE.



A His Majesty's ship Centaur

B Jack-stay and purchase, with the long 24-pounder slung

C Gun, vial block, and slings

D Projecting piece of rock at top, where upper end of the jack-stay was secured.

E Foot-path to upper battery

I Hood's battery, 24 pounder cannonade, grand magazine. Provisions were also kept here for a month or six weeks.

G Jack stay and purchase with a large tub, called the Royal Mail as a communication between Hood's battery and low ground, for provisions, &c

H Jacob's ladder, also communicating to Hood's battery, and hauled up every night

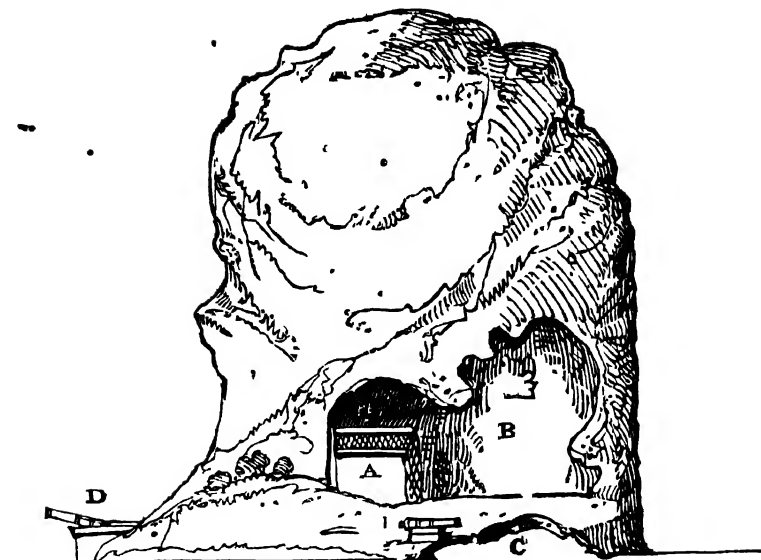
I Centaur battery

K Diamond, or Queen's battery.

L Hospital Cave

h h & Caves where the people slept and trussed

N Upper, or Chicel's battery, two long 24 pounders.



A Water-tank.

B Vulcan's cave, containing coppers for cooking, smith's forge, with purser's, gunner's, boatswain's, and carpenter's store-places.

C The only landing-place on the rock.

D Centaur's battery from the westward.

E 24-pounder carronade covering the landing-place. Here there was a pair of boat's davits for hoisting a barge up.

This nondescript man-of-war existed about two years and a half, and was of great service to many of the squadron stationed about the French islands. Here a few bullocks and sheep, with other fresh provisions, were kept for them; and the hospital was of infinite service in recovering the crews after fever, or other casualties,—indeed, in our estimation, it was the most favoured spot in the West Indies.

The Diamond Rock was at last retaken by a French squadron in 1805 or 1806, after a gallant defence, owing to the want of ammunition, and perhaps not considered of so much importance by the admiral who succeeded our commodore, whose squadron was, indeed, employed in a more distant part of his station; and the only attraction now on this desolate rock is the chance visit of some old friend or shipmate who served in the West Indies at that period, to trace the graves of Reynolds and Neville, who gallantly fell in action, and are buried here, with many other brave spirits, who all, like myself, had the happiness and honour to serve under that distinguished chief, Sir Samuel Hood.

The following circumstance claims to be added to this notice of the Diamond Rock. After the Centaur parted from the rock, on getting the last gun up, she came to an anchor inside, between the Diamond Rock and the main island. During the nights, the ship was visited by some negroes from the shore, who stole off to sell fruit and bananas. It was reported that the governor had been much annoyed at our proceedings on the Diamond, and determined to erect a mortar battery on the

heights opposite, to destroy our works, and that a lieutenant-colonel of engineers, with an escort, had already arrived, and were quartered at a plantation about four miles off from the beach. One of the blacks had been long in an English family, and on their departure from the island he had been sold to a French planter; but not liking his new master, he took leave to claim protection under the British flag, which was granted, and a promise of keeping him in the service, a free man, if he would conduct a party to the colonel's quarters. Accordingly the barge, well manned and armed, under the orders of Lieutenant Reynolds, with Lieutenant Betterworth and other volunteers, in all twenty-three persons, including *Black Jack*, our guide, landed on the main island at midnight. The party then set off at quick time through the different plantations of sugar, coffee, and cotton, and arrived in sight of the farm-house. Jack was sent in advance; and, with an acuteness so peculiar to his race, he crept softly into almost all the huts and out-houses, and discovered that the soldiers were sleeping in perfect security, and found their arms piled under a shed, evidently under the charge of a sentinel, but who, they afterwards learned, found himself more comfortable in the huts. On this information, Lieutenant Betterworth (being the best Frenchman) and a party went boldly up to the door of the house, and demanded immediate admittance to the colonel, being charged with despatches from the governor to Port Royal. They were let in by a female slave, who, seeing Black Jack in advance, whom she knew, showed the way to the colonel's sleeping room. The rest of our party, under Lieutenant Reynolds, surrounded the huts and out-houses; and in ten minutes seventeen of the soldiers, with their arms, and giving them time to take their knapsacks, were made prisoners without firing a shot. The house party now joined, with the colonel, also a prisoner; the whole returned to the boat, and were on board the ship by daylight. This little trick played off on the governor of Martinique took from him the only officer of engineers he had on the island: so the people of the Diamond heard no more intelligence respecting a mortar-battery.

COMPARATIVE PAY AND ALLOWANCES OF KING'S OFFICERS IN INDIA AND ENGLAND.

BY A KING'S OFFICER. •

At a moment when the renewal of the East India Company's Charter is about to become a matter of discussion before Parliament, it may not be ill-timed to offer a few observations relative to the situation of his Majesty's troops serving in India, for the information of those whose minds are biassed by a belief that superior advantages accrue to the King's officer on service in that country. I beg to refer my readers to an article in the United Service Journal, "2d part, of May, 1830, page 230," by an officer in a sister presidency; the language and style of which, so far surpassing anything I can offer, deterred me from laying this statement sooner before the public. But on consideration, the rates of pay in, and exchange with India, being published in a subsequent Journal of March, 1831, I feel it due to those who have connexions or friends serving in this country, to set them right on this subject; and at the same time, without dwelling on a long residence in an unhealthy climate and a distant country, propose to show that the letter alluded to was founded upon the strongest arguments,—“That the King's troops in India, as far as relates to those who rank as Captain

and Subaltern, together with their inferiors, are not so well paid as at home." "That the King's troops have not the same advantages as those of the East India Company."

To effect this, we shall first consider the exchange:—

The Honourable East India Company pay the troops at Madras at the rate of 2s. 3½d. per rupee. But I refer now to the publication in the United Service Journal of March, 1831, which states the Sonaut and Madras rupee to be worth 2s. 6d., when its intrinsic value is only 1s. 9d.; and the rate of exchange has been for some years only 1s. 8½d.; and instead of pay, when reduced into pounds, shillings, and pence, being as stated in that publication, it is as follows:—(this includes contracts for tents and quarters, of which I shall say more hereafter)

C. Rank.	In Rupees.	Professed sum.			Real sum.			Deficient.		
		£.	s.	d.	£.	s.	d.	£.	s.	d.
Captain - pay per annum	4037 0 0	504	12	6	344	16	6	159	16	0
Lieutenants ditto	2408 0 0	301	0	0	215	13	8	85	6	4
Ensigns - ditto	1875 8 0	234	8	9	160	3	1	74	5	8

N.B.—An Assistant-Surgeon is paid the same as Lieutenant, in India.

The effects of this difference between the real and nominal value of the rupee, considered as a military question, can scarcely be anticipated. The soldier complains that he receives his pay at one rate, and is obliged to pay for European articles at another: a rupee being called 2s. 3½d. when given to him, and 1s. 8½d. when received from him, thereby entailing a loss of about 7d. in each rupee; causing thereby suspicion on the part of the soldier, and alienating him from his captain,—the odium of which impression, when removed by the latter, falls upon the superior regimental authorities.

Another grievance, heavy indeed, on the widows and children of deceased soldiers, (who reside in England, not being permitted to join their husbands,) is, that the effects are remitted to them at 1s. 10d. the rupee, when the pay of the deceased has been issued by the Honourable Company at 2s. 3½d.: a serious loss to persons of their condition in life. On the other hand, it may be said, a soldier can remit his *bona fide* savings of pay at the same rate he receives it; but this becomes a delusion when it is known how little can be or is remitted. Were he to receive what is professed to be given, viz., (his English pay without beer-money,) at the rate of exchange of the day, his savings would be about 7d. in every rupee.

Before I enter on a comparison of the pay in England with that of India, which will be shown in the following statements, it will be necessary to mention, that the allowances in both countries are increased on a march. This increase in England is the same to senior and junior officers, and sufficient for the extra expenses.

In England, regiments are frequently kept in motion, with short respites, for one or two years; and then, perhaps, sent to Ireland, where the officer receive 10s. 6d. a day for every march which he performs on revenue duty; and this, in some places, occurs every other day. In India, previous to 1819, regiments were constantly in the field; and subsequently to that period, were much harassed during the Burmese war; and now, in Bengal, perform marches of four months' continuance,—hence we may infer, that ninety days' march in each year is a fair average for the last thirty years.

I will now proceed to the statement in which the pay and allowances, in English money, will be set in opposition to the pay and allowances in India, in the currency of that country. They will then be converted at the rate of 1s. 8½d. per rupee into British money, to show how much more expense an officer incurs in one country than in the other—which shall be followed by a statement detailing the amount of contracts, &c., which is required of an officer serving in the latter country more than in the former.

The statement will be made out at the rate paid to troops serving in Fort St. George and in the Carnatic.

(1) Statement showing the Expense of a Captain in England to his Majesty's Government, contrasted with that of a Captain in India to the Madras Government.

ENGLAND.			AMOUNT.			
	£	s	d	£	s	d.
Pay at 11s 7d per day, for one year	211	7	11			
2 quarters, 8s. per week	20	16	0			
Candles and Fuel, valued at	5	4	0			
Soldier's servant—private servant for squire, work valued at.	30	0	0			
Regent's allowance	2	4	0			
Proportion of allowance for Hire of M ^r s house	22	10	0			
Proportion of allowance for 90 days, at 5s. per day	33	15	0			
Baggage carried for 90 days, at 6d. per mule, 13 mules per day				333	8	11
Balance less cost to British Government				32	15	14
Total				£306	4	0 1/2

MADRAS.			AMOUNT.			
	R.	A.	P.	R.	A.	P.
Butra at 3 rupees 1/2 per day	1035	0	0			
for 12 months, 36 do. per month	432	0	0			
House Rent, 30 do. do	600	0	0			
Half Rent, 27 do., 8 annas do.	450	0	0			
Kung's Pay, 4 do. per day	1460	0	0			
	4037	0	0			
Butra for 90 days, at 7 1/2 rupees per month, add	232	8	0			
M ^r s Tent allowance	13	0	0			
	4282	8	0			

(2) Showing the Expense incurred by a Captain in England and one in Madras, upon the above Pay and Allowances

[illegible]

(3) Showing the Cost of a Lieutenant of 7 Years in England to his Majesty's Government, contrasted with the Cost of one in India to the Madras Government.

ENGLAND.				MADRAS.			
	Amount £ s d.				R. A. P.	Amount R. A. P.	
Pay at £1.2d a day, for one year	136 17 6			Butt	730 0 0	2126 0 0	
Quarters	15 12 0			Gratuity	588 0 0	115 0 0	
Clothes and C. outfit	5 0 0			House Rent	360 0 0	0 0 0	
Servant, valued at	30 0 0			Halt Furl	300 0 0	0 0 0	
Share of R. Govt's allowance	4 6 10			House-Priv	730 0 0	0 0 0	
Share of M. s. Room	9 0 0			Share of Mess Tent	18 0 0	0 0 0	
Marching allowance 90 days at 5s	92 10 0						
Carrriage, baggage, at 3d per mile for 20 days	16 17 6			Butt for 90 days at 55 rupees per month			
				570 rupees at 1.2d per day	£291 6 3	0 0 0	
				Balance in credit of Madras Government	15 17 7	2591 0 0	
Total	£237 3 10			Total	£237 3 10		

(4) Showing Expenses incurred by a Lieutenant, on the above Pay and Allowances.							
	Amount £ s d.				R. A. P.	Amount R. A. P.	
Pay and allowances above	15 15 0			Pay and allowances above	360 0 0	2591 0 0	
Deduct expenses—Barrack 1 month of 90 days	4 0 0			Butt for 90 days at 55 rupees per month	300 0 0	0 0 0	
Servant's Wages	5 0 0			(see A)	400 0 0	0 0 0	
Clothes for 90 days	5 0 0			(see B)	360 0 0	0 0 0	
Lodging allowance	25 0 0			House purchase and building	240 0 0	0 0 0	
Cook and C. outfit	30 0 0			Mess Tent	18 0 0	0 0 0	
Servant	2 0 0						
Mess House	9 0 0						
Baggage	10 17 6						
Total to deduct	103 12 6			Total to deduct	1678 0 0		
Remains for personal expenses	133 11 4			913 rupees at 1.2d per rupee	£77 19 8½	913 0 0	
Balance in favour of Officer in England					55 11 7½		
				Total	£133 11 4		

£.	s.	d.
2	7	5
37	6	74
61	10	1
101	4	14

**Amount
R A. P.**

$$\begin{array}{r} 4173 \ 5 \ 44 \\ 22 \ 17 \ 24 \\ \hline 4196 \ 2 \ 7 \end{array}$$
Amount
R A H
$$\begin{array}{r} 1017 \\ \hline 1117 \end{array}$$

- 2 Coolies, with Bed Cot, at 16 rupees, 8 annas each
- 1 Ditto, with Table
- 1 Ditto, with Chair
- 2 Carrier Coolies, with Crockery, &c.
- 3 Coolies, with Banery (Gig)
- 2 Bullocks, with Lignor
- 2 Butch'd Bannias

It must be remembered here and in the following Statements, that sometimes the means of carriage must be purchased, and that frequently, from the heaviness of the roads, all the baggage must either be carried by coolies or bullocks—besides no mention having been made of the increase of wages given to every servant during a march. I have there fore fixed upon 500 rupees for a Captain and 400 rupees for a Subaltern, as an average cost.

A Captain's Tent costs
Lascars
'ooloes for Bamboos
Bullocks .

A Captain's Tent Allowance for 3 months on a march	0	0	0
6 Months in quarters at Madras or Amre on Half Tentage	0	0	0
Balance	0	0	0
11 Months,	6	8	0

A Subaltern's Tent costs
 Lascars . . .
 Coolies . . .
 Bullocks . . .

Amount	
R. A. P.	130 0 0
Balance	225 0 0
12 Months.	14 8 0

It seldom happens (from wear and tear on the march, rats and damp in quarters) that a tent is in a fit state to make a second journey.

By the foregoing statement it appears that

	£	s.	d.	
A Captain costs the Company	32	15	0	more than H. M. Government.
A Lieut. at 7s. 6d. do.	15	17	7	less than do.
A Lieut. at 6s. 6d. do.	2	7	5	more than do.
An Assist.-Surg. at 10s. do.	61	10	1	less than do.
An Ensign do.	22	17	7½	less than do.

Exclusive of which, King's officers are saddled with many expenses and contracts, as tent, houses, &c., which form a part of the pay, but are supplied in kind in England, (when in camp there is an allowance for tents,) so that

	£	s.	d.
A Captain has less for his personal expenses in India than in England, by	31	19	0
A Lieutenant at 7s. 6d., by	55	11	7½
A Lieutenant at 6s. 6d., by	37	6	7½
An Assist.-Surgeon of 10 years, by	101	4	1½
An Ensign	62	12	2

In India there is no compensation for coals, candles, and servants; nothing to pay for first expenses, such as is allowed by his Majesty under the head of embarkation allowance; and no remuneration for marching, or for expense of carrying baggage.

The expenses for food (messing in India being one rupee per diem) are nearly the same in both countries. beer, wine, and clothing much dearer in India.

The statement showing the expense of marching, proves that it is much greater than any increase of pay granted, and the only relief on first arrival is, permission to pay for a tent out of the government stores, by instalments; and an allowance at the rate of 70 rupees for 200 miles to a Subaltern, should he march before three months after his arrival in the country. These statements might, therefore, be simplified, as follows, and only embrace what may be spent personally.

IN ENGLAND.				IN INDIA.			
	£	s.	d.		R.	A.	P.
Captain, King's pay	211	7	11	Batta	1098	0	0
Servants	30	0	0	Gratuity	432	0	0
Coals and Candles	5	0	0	King's Pay	1460	0	0
Regent's Allowance	8	6	0				
	254	13	11	• Total in Madras Rupees	2990	0	0
				Or £255 7s. 11d.			
Lieutenants, King's pay	136	0	0	Batta	730	0	0
Coals and Candles	5	0	0	Gratuity	288	0	0
Servants	30	0	0	King's Pay	730	0	0
Regent's Allowance	8	0	0				
	179	0	0	Rupees	1748	0	0
				Or £119 6s. 2d.			
Ensigns, King's pay	95	0	0	Batta	447	8	0
Coals and Candles	5	0	0	Gratuity	144	0	0
Servant	30	0	0	King's Pay	600	0	0
Regent's Allowance	8	0	0				
	138	0	0	Rupees	1191	8	0
				• Or £101 15s. 5½d.			
Assist.-Surg. King's pay	182	10	0	Batta and Gratuity	1018	0	0
Coals, Candles, Servants, and Regent's Allowance	43	0	0	King's Pay	730	0	0
	225	10	0	Rupees	1748	0	0
				Or £149 6s. 2d.			

The above being fairly put one against the other, it must be remarked, that in England the officer has (5) 5s. extra on march, and his baggage carried,—against which, officers in India receive an increase on a march by full batta and full tentage, deducting house-rent, as follows:—

	s.	d.
A Captain	4	7½ per day
A Lieutenant and Assistant-Surgeon	3	1½ „
An Ensign	2	6½ „

Having thus entered into the particulars of pay in one country and the other, I proceed to make some remarks on this subject; the first of which, before we entirely take leave of the figures, will be to say, that, did the officer receive his King's pay at the proper rate of exchange, viz., a rupee for 1s. 8½d. as at present paid in British currency, the gratuity would answer for the expense of servants; the batta for coals, candles, and Regent's allowance, duties imposed upon European articles in India, and their carriage from Europe; the full batta for 5s. per day marching allowance, and the carriage of baggage; a tent supplied on first arrival, or an adequate allowance to the subaltern as an equivalent for the embarkation allowance; the full and half tentage being as at present calculated for the increased expenses at the different stations, also for the liability to be in the field.

I will now proceed to show, that the King's officers do not possess the same advantages as the Company's, though such is professed by the Hon. the Court of Directors. It is rarely the case that King's regiments in India have less than thirty officers doing duty with them, out of which one officer only receives an extra allowance for commanding, which seldom falls to the lot of any one under the senior major. The Company's regiments, on the contrary, seldom have more than seven officers doing regimental duty, and some less; therefore, out of every seven, one enjoys the command allowance, besides the regimental staff. But what is really most galling to the King's officer is to find, that how well soever he may be qualified by acquirements in languages, and though he may have paid a considerable sum for his commission, he is ineligible to staff-appointments. The King's officer is debarred from all except his Majesty's adjutant-general, quartermaster-general, brigade-major, personal staff, and depot for King's troops—whilst the Company's officer may hold employments, some of them demi-civil: such as auditor-general, commissary-general, district pay master, boards and residences !!! (all well paid.) Indeed, so usual is it for them to obtain such situations, that many do not return from England after four or five years' absence, without an assurance of holding one, of some description or another: and here I may state, that they have a fund for the purpose of paying the expenses of going to, living in, and returning from Europe. His Majesty's officers seldom have the means of returning home; and frequently spend twenty years of their lives in India, after perhaps having served in Sierra Leone, the West Indies, or having borne the brunt of the Burmese war.

The Company's officers, from expectation of lucrative appointments, can have money advanced to them on their first arrival. The King's officers suffer exceedingly from pecuniary embarrassment, as, to fit themselves out with camp equipage, horses, &c. &c. &c., they require about 150*l*. In most garrisons, the duty devolves on the latter, as there are instances in native corps where not more than three officers are doing regimental or garrison duty, and not one captain, the rest being either at home or on the staff. Besides, the allowance for their companies, as compared with that of the King's officer, is much in their favour; from their having no orderly or mess-books, and few accounts, exclusive of the chance they have of commanding two or three companies. They also have the option of living in cantonments, whereas the King's officer is obliged to live in particular barracks at great expense,—as at Fort St. George, Bellary, Arnee, &c. &c. I may now add, that the barracks at Fort St. George consist, for a subaltern, of one

room over those of the soldiers, without servant's apartments, kitchen, or place to keep a tent

The following general reflections now offer themselves, and arguments shall be adduced in answer to those who, surprised with the wealth of the first adventurers, imagine it never could be exhausted, and maintain, in spite of continued reduction, its advantages over England. Some say a horse may be kept in India upon a subaltern's pay and allowances, which cannot be done in England. A horse is not necessary in the performance of duty in England, whilst in India, from the distance of guards, (some being, from three to four miles apart,) as well as the hospital, &c &c (the time allowed for visiting both being, as prescribed by general orders, about one hour, viz from 5 o'clock to sunset,) a horse becomes indispensable and to those who assert that an ensign can live on his pay in India, Sir Thom is Munro's remark should, I think, be a satisfactory reply. — "I never experienced hunger or thirst fatigue or poverty, till I came to India, while there I have frequently met with the first three, and the last was ever my constant companion." See page 73. And now that I am on that subject and quoting Sir T. Munro, he mentions that little pay at first stating in life is advantageous as tending to stimulate to exertion. Some of the best writers, as the author of *Rasselas*, having shone under such difficulties, certainly attests this, but does the same apply to an officer in a regiment? Not allowing him adequate means takes away from the respect due to him, and, in its consequences, is detrimental to the service. The young man on his first arrival borrows money at great interest, and from its accumulation at a late period of life the largest allowances only afford him the means of living. Solitude on the part of government towards the juniors evinced by decreasing their pay and declining debts incurred by those under twenty one years of age or during their first three years in India, to be irrecoverable unless presented half yearly to their superiors would obviate this and in later life a smaller allowance would suffice. It may also be remarked, that few subalterns (even supposing those prospective rewards of Sir T. Munro to be extended to the King's officers) would live to attain them, as most would die in the ordinary course of nature. The King's officer, though he has expended considerable sums in purchasing his commissions, thus affording a greater security, must either try to make his escape from the country, or feel himself in a subordinate situation. In these circumstances, also, it is not very easy to obtain leave of absence, since seven captains and eighteen subalterns, exclusive of staff are constantly required at the head-quarters of his Majesty's regiments. Again should leave be granted the voyage is expensive and the officer is bound to pay for the passage of his successor, in case of his not returning to India himself. In England there are corps (such as the Guards) with particular privileges and advantages in rank, &c &c such might be extended to the King's troops serving in India. It would increase the respect of the natives and would upon the present system, render the service more equal. Some attention might be extended to the private soldier with the most beneficial results and as the articles of war now afford ample opportunity of ridding the service of all very bad characters, by improving his condition raise his importance. It is not, perhaps, generally known, that the barracks and bed furniture in India are worse than in any other part of the British dominions, that soldiers lose by the exchange are allowed no great costs on bread on a march, besides the degrading custom of permitting them to drink and reck when it affords a considerable revenue to government. A soldier's subsistence in India consists of 1 lb of bread, 1 lb of meat, 1 oz of tea, 2 oz of sugar, and 2 gills of arrack, which amounts, for 30 days, to rupees 5 8 10 his pay for the same period is rupees 13 2 0, leaving a balance for necessaries, &c &c of rupees 7 9 2, which being converted into British money at the rate of exchange, viz, 1s 8½d per rupee, amounts to 13s, whereas, on all foreign stations under his Majesty's government, there remains a clear 15s. balance, after paying

for rations. Attention to these matters would make him more healthy and long lived, and eventually cost less to the Company.

To retain this country, I believe it is the opinion of most people who have well considered the matter, that the present mode of government is too expensive, and therefore that the natives must be advanced to higher situations, and perform many of the duties now executed by Europeans, and which might be done by the former at a much cheaper rate, always, however, retaining the latter in the highest offices. Advancing the natives is not to be feared; their castes prevent combination on their parts to drive out the Europeans; on the contrary, it would elevate their character, whilst the reverse may so debase them, that in time the country will become waste, depopulated, and at last the inhabitants savage.

But of course it will be said,—How are we to pay Europeans in such a way as to ensure respect?—Keep them above the natives, and improve the general state of the army. Where are the funds to come from?—Many of the present generation, from habits peculiar to time of war, are so much in debt, that they require all that can be given them. Let the present incumbents retain their places, but attend to the future, and less money will be required. The appointments of either generals or commandants, together with their respective staff, might, after the retirements of the present occupants, be reduced. The pay of civilians also, in the superior situations, might be diminished, and the inferior ones filled by natives at a much less expense.

I may now suggest, to meet the wishes of all, that the armies might be united under the name of "Division of Army for India," and placed at the disposal of the crown. The officer who had served twenty-two years might then participate in the advantage of retiring on the full pay of his rank, now permitted to the Company's officer; and he, in return, if not above the rank of captain, might have it in his power to exchange into the "Home Division of the Army." In this case, restriction as to the number of officers to serve with a regiment, conjointly with being qualified by a knowledge of languages for staff appointments, is all that would be requisite; and this might not affect the original patronage of the Court of Directors with respect to cadetships for the native army.

To conclude,—if I have done no more, I have placed before the public statements by which they may calculate the advantages and disadvantages of the different countries and services, and confidently expect to convince many, that all who rank as captain and subaltern are not so well off, in point of finance, as in England; and that the case of the assistant-surgeon of ten years' standing is so hard as to call for the *attention* of those who can remedy it, and the *interest* of those who regard the welfare of the army.

We have likewise received the following letter upon the same subject.

"Madras Presidency, Dec. 1, 1832.

"MR. EDITOR,—I take up my pen, almost splitting under a complication of various (I fear malignant) passions. I have just returned from ———, having been a member of a general court-martial assembled there; five Company's Captains, members of the court, were my juniors. I need not, perhaps, observe that all subalterns of fifteen years' standing have the brevet rank of captain in this country in the Company's service; there is, I believe, scarcely one of that rank remaining, at least in this presidency: King's regiments generally average about six each!! The mortifications that old King's subalterns are exposed to in this country, in consequence of the more rapid promotion in the Company's service, are great. I have frequently been in garrisons where every Company's Captain was many, many years my junior: and yet I have no chance of *real* promotion for God knows how many years to come. Is not this enough to disgust a man not only with his profession, but with life itself? To complete my (or I should

rather say our, for there are many more in this regiment similarly situated) misery, two regimental Captains have just joined us who were at school when I joined this regiment in India, little more than eight years since. I am just now going to mount the barrack guard as subaltern under one of them,—I need not say with what feelings.

"Your publication having, from time to time, held out hopes that something in the way of promotion would be done for old Lieutenants, I forward this statement of grievances, hoping that, should it meet the eye of those who are able and willing to do something for us, it may be an additional cause for something being done, and that soon."

"By inserting this, or any part of it, in the *United Service Journal*, you would confer a great obligation on, Sir,

"A SUBALTERN of upwards of twenty-four years' standing, and who has been in most of the actions of the late Peninsular war."

ASCENT OF THE PETER BOTTE MOUNTAIN, IN THE MAURITIUS, ON THE 7TH SEPTEMBER, 1832.

BY LIEUTENANT A. J. TAYLOR, ROYAL ARTILLERY.

AN ascent to the summit of the Peter Botte has generally been considered impracticable; and although a tradition exists of a man of that name having effected it, and losing his life in returning, it is seldom believed, as there is no authentic account of the fact.

A Frenchman, forty-two years ago, declared that he got on the top by himself, and had made a hole in the rock for a flag-staff; and, as a matter of course, his countrymen believed him, on the strength of his assertion. The truth of this, or rather the contrary, will appear by and by.

The ascent has been frequently attempted by several people of late years; once by the officers of the *Samarang* sloop of war, who lost their way, and found themselves separated from the Peter Botte by a tremendous cleft in the rock, and, in consequence, were compelled to return. Captain Lloyd, chief civil engineer, and Lieut. Colonel Dawkins, military secretary, made the attempt last year, and succeeded in reaching a point between the shoulder and the neck, where they planted a ladder, which did not, however, reach half way up a perpendicular face of rock which arrested their progress. This was the last attempt. Captain Lloyd was then so convinced of its being practicable, that he determined to repeat the experiment this year, and accordingly made all his preparations by the beginning of this month. On the 6th he started from town (Port Louis), accompanied by Lieutenant Phillpotts, 29th regiment, Lieutenant Keppel, Royal Navy, and myself, whom he asked to join him. We had previously sent out two of his overseers, with about twenty-five negroes and sepoy convicts, to make all the necessary preparations. They carried with them a sort of tent, with ropes, crow-bars, a portable ladder, provisions, and everything we could possibly want for three or four days, as we intended remaining on the shoulder of the mountain until we either succeeded, or were convinced that

U. S. JOURNAL, No. 55, JUNE, 1833.

success was impossible. These men had worked hard; and on our arrival at the foot of the mountain, we found the tents and all our tools, &c., safely lodged on the shoulder of the Peter Botte.

I may as well describe here the appearance of the mountain from below. It appears, from most points, to be one of a range which runs nearly parallel to the sea; but on arriving at its base, you find that it is separated from the others by a ravine, or cleft, of tremendous depth. Seen from the town, (as you will perceive by the Sketch,) it appears a cone with a large overhanging rock at its summit:—



But so extraordinary and knife-like is the nature of all the rocks in the island, that seen end-on, as the sailors would say, it appears thus:—

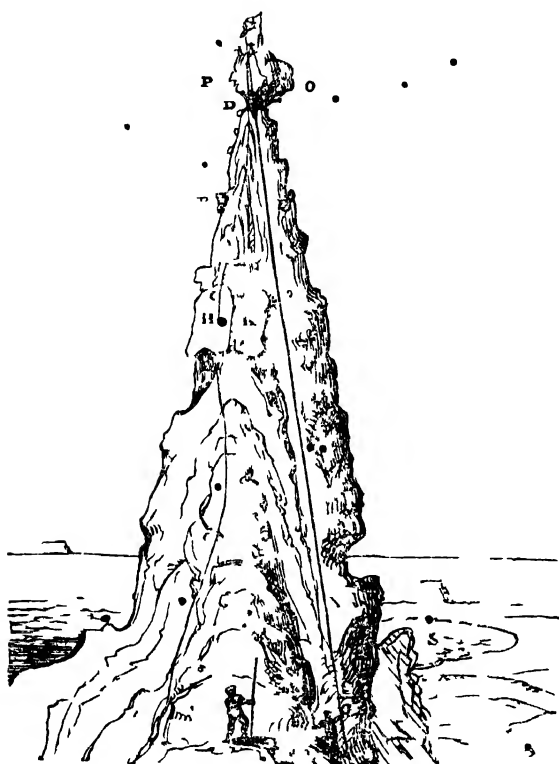


In fact, I have seen it in fifty different points of view, and cannot tell the real shape of it yet.

But to my tale. We dined that evening and slept at the house of a Frenchman in the plain below, and rose early next morning, nearly demolished by the bugs. All our preparations being made, we started; and a more picturesque line of march I have seldom seen. Our van was composed of about fifteen or twenty sepoys, in every variety of costume, together with a few negroes, carrying our food, dry clothes, &c. Our path lay up a very steep ravine, formed by the rains in the wet season, which, having loosened all the stones, made it anything but pleasant, those below being obliged to keep a bright look-out for tumbling rocks, one of which missed Keppel and myself by a miracle. From the head of this gorge we turned off along the face of the rear of the mountain; and it would have been a fine subject for a picture, to look up from below in the ravine, and see the long string slowly picking their *kittle* footsteps along a ledge not anywhere a foot broad. Yet these monkeys carried their loads fitil four hundred yards along this face, holding by the shrubs above them, while under them therè was nothing but wood below wood for more than nine hundred feet. On rising to the shoulder, a view lurst upon us which quite sets my descriptive powers at defiance. We stood on a little narrow ledge or neck of land, about twenty yards in length. On the side which we mounted, we looked back into the deep wooded gorge we had passed up; while, on the opposite side of the neck, which was between six and seven feet

broad, the precipice went sheer down, without a check, fifteen hundred feet to the plain.

- One extremity of the neck was equally precipitous, and the other was bounded by what, to me, was the most magnificent sight I ever beheld. A narrow, knife-like edge of rock, broken here and there by precipitous faces, ran up, in a conical form, to about three hundred or three hundred and fifty feet above us, and on the very pinnacle, old Peter Botte frowned in all his glory. I have done several sketches of him, the accompanying one was taken from this point.



A Ladder left by Lloyd and Dawkins last year

B A stone which Lloyd pushed down the precipice

D The neck, our sleeping place

C The line by which we mounted

The rocks H & K project very much at the sides and are quite perpendicular

O P Curious faces, one of a man and the other of a fat woman

S The bishop's peak below in the distance

X A line to carry things down.

After a short rest we proceeded to work. The ladder, marked A (*vide* Sketch), had been left by Lloyd and Dawkins last year, it was about twelve feet high, and reached, as you may perceive, about half way up the face of perpendicular rock H and K. The foot, which was spiked, rested on a ledge not quite visible in the sketch, with barely three inches on each side. A grapple line had been also left last year, but not used. A negro of Lloyd's, half monkey, half cat, ascended from the top of the ladder by the cleft in the face of the rock, not trusting his weight to the old and rotten line. He carried a small cord round his middle; and it was fearful to see the cool, steady way in which he climbed, where a single loose stone or false hold must have sent him down, down! God knows how far! However, he did not seem to think much about that, but scrambled away, till at length we heard

him halloo from under the neck, "All rights." Those negroes use their feet exactly like monkeys, grasping every projection as firmly almost as with their hands. The line he carried up he made fast above, and up it we all four climbed in succession. It was, joking apart, awful work. In several places the ridge ran to an edge not a foot broad; and I could, as I held on, half sitting half kneeling, across the wedge, have kicked my right shoe (had I had any on) down to the plain on one side, and my left into the bottom of the ravine on the other. The only thing which surprised me was my own steadiness, and freedom from all giddiness. I had been nervous in mounting the ravine in the morning, but gradually I got so excited and determined to succeed, that I could look down that dizzy height without the smallest sensation of swimming in the head. Nevertheless, I held on *uncommon hard*, and felt very well satisfied when I was safe under the neck; and a more extraordinary situation I never was in. The head, which is an enormous mass of rock, about thirty-five feet in height, overhangs its base many feet on every side. A ledge of tolerably level rock runs round three sides of the base, about six feet in width, bounded everywhere by the abrupt edge of the precipice, except in the spot where it is joined by the ridge up which we climbed. In one spot, the head, though overhanging its base several feet, reaches only perpendicularly over the edge of the precipice, and most fortunately it was at the very spot where we mounted; here it was that we reckoned on getting up. A communication being now established with the shoulder by a double line of ropes, we proceeded to get up the necessary matériel—Lloyd's portable ladders, additional coils of rope, crow-bars, &c. But now the question, and a puzzler too, was, how to get the ladder up against the rock? *Nous verrons*. Lloyd had prepared some iron arrows with thongs to fire over; and having got up a gun, he made a line fast round his body, which we all held on, and going over the edge of the precipice on the opposite side, he leaned back against the line, and fired over the least projecting part. Had the line broken, he would have fallen eighteen hundred feet. Twice this failed, and accordingly he had recourse to a large stone, with a lead line, which, swung diagonally, seemed a feasible plan. Several times he made beautiful heaves, but the provoking line would not catch, and away went the stone far down below, till at length *Æolus*, pleased, I suppose, with his perseverance, gave us a shift of wind for about a minute, and over went the stone, and was eagerly seized on the opposite side. "Hurrah, my lads! Steady's the word." Three lengths of the ladder were put together on the ledge, a large line was attached to the one which was over the head, and carefully drawn over, and finally, a two-inch rope, to the extremity of which we lashed the top of the ladder, and then lowered it gently over the precipice, till it hung perpendicularly, and was steadied by two *niggers* on the ridge below. "All right! hoist away!" and up went the ladder, till the foot came to the edge of our ledge, where it was lashed in firmly to the neck. We then hauled away on the guy to steady it, and made it fast: a line was

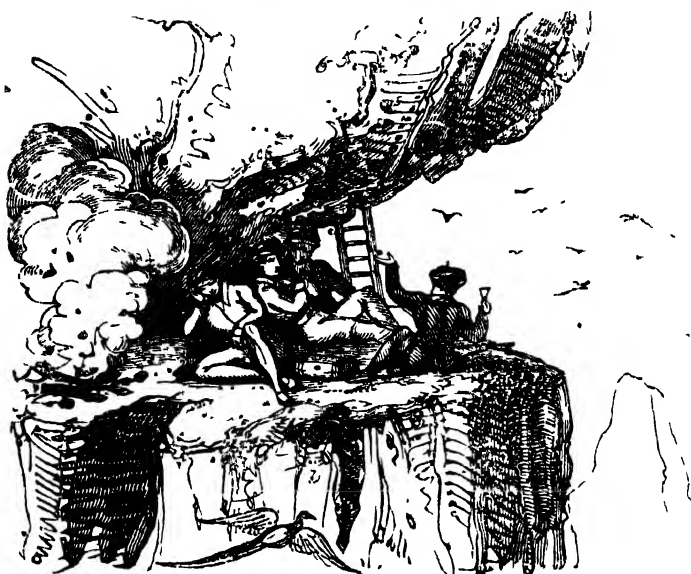


passed over by the lead line to hold on, and up went Lloyd, screeching and hallooing, and up the other three scrambled after him. The union-jack and a boat-hook were passed up, and Old England's flag soared freely and gallantly on the redoubted Peter Botte. No sooner was it seen flying, than the Undaunted saluted in the harbour, and the guns of our saluting battery gave tongue; for though our expedition had been kept secret till we started, it was made known the morning of our ascent, and all hands were on the look-out, as we afterwards learnt. We then got a bottle of wine to the top of the rock, christened it *King William's Peak*, and drank his health, hands round the jack, and then, Hip! hip! hip! hurrah! I never felt certainly anything like the excitement of that moment: even the *niggers* down on the shoulder took up our hurrahs, and we could hear far below the faint shouts of the astonished inhabitants of the plain. We were determined to do nothing by halves, and accordingly made preparations for sleeping under the neck, by hauling up blankets, pea-jackets, brandy, cigars, &c. During this time our dinner was preparing down on the shoulder, and about 4 P.M. we descended our ticklish path to partake of the portable soup and preserved salmon, &c. Our party was now increased by Dawkins and his cousin, a lieutenant of the Talbot, to whom we had written, informing them of our hopes of success.

After dinner, as it was getting dark, I screwed up my nerves, and climbed up to our queer little nest at the top, followed by Keppel and a *nigger*, who carried some dry wood, and made a fire in a cleft under the rock. Lloyd and Phillpotts soon came up, and we began to arrange ourselves for the night, each taking a glass of brandy to begin work. I had on two pair of *ineffables*, a shooting waistcoat and jacket, and a huge flushing jacket over that, a thick woollen sailor's cap, and two blankets, a brandy flask, and *cigamero*. We each seated ourselves with a lighted cigar to wait for the appointed hour for our signal of success. It was a glorious sight to look down from that giddy pinnacle over the whole island, lying so calm and beautiful in the moonlight, except where the broad black shadows of the other mountains intercepted the light: here and there we could see a light twinkling in the plains, or a fire in some sugar manufactory, but not a sound of any sort reached us, except an occasional shout from the party down on the shoulder, we four being the only ones above. At length, in the direction of Port Louis, a bright flash was seen, and, after a long interval, the sullen booms of the evening gun. We now prepared our pre-arranged signal, and whizz! went a rocket from our nest, lighting up for an instant the peaks of the hills below us, and then leaving us in *darkness visible*. We then burnt a blue light, and nothing can be conceived more perfectly beautiful. The broad glare against the overhanging rock—the wild-looking group we made in our uncouth habiliments—and the narrow ledge on which we stood distinctly shown—while many of the tropical birds, frightened at our vagaries, came glancing by in the light, and then swooped away screeching into the gloom below, for the gorge on our left was as dark as Erebus. We burnt another blue light, and threw up two more rockets, and then, our laboratory being exhausted, the patient looking, insulted moon had it all her own way again. We now rolled ourselves up in our blankets; and having lashed Phillpotts, who is a determined sleep-walker, to Keppel's leg, we tried to sleep;

but how it did blow before morning ! and oh, so cold ! We drank all the brandy, and kept tucking in the blankets all night without success.

VIEW OF SLEEPING-PLACE.



1 Lloyd 2 Phillpotts. 3 Taylor 4 Keppel

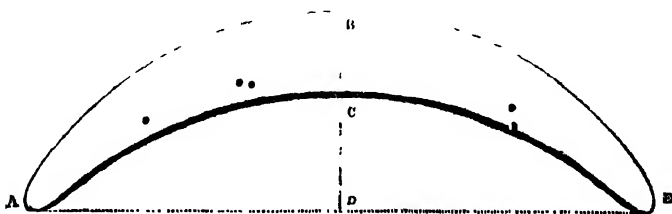
At day-break we rose, stiff, cold, and hungry ; and I shall conclude briefly by saying that, after about four or five hours' hard work, we got a hole mined in the rock, and sunk the foot of our twelve-foot ladder deep in the top, lashed a water-barrel as a land-mark at the top, and above all a long staff with the union-jack flying. We then in turn mounted to the top of the ladder to take a last look at a view such as I may never see again, and bidding adieu for ever to the scene of our toil and triumph, descended the ladder to the neck, and cast off the guys, cutting off all communication with the top.

In order to save time and avoid danger, we now made fast a line from the neck to the shoulder as taut as possible, and hanging on our traps by means of rings, launched them one by one from the top, and away they flew down, making the line smoke again. All were thus conveyed safely to the shoulder, except one unlucky bag containing a lot of blankets, my spy-glass, and sundry other articles, which, not being firmly fixed, broke the preventer line and took its departure down to Pamplermousses. We at length descended, and reached the shoulder all safe, and without one accident, save and except the blankets—not a rope-yarn being left to show where we got up. We breakfasted, and, after a long and somewhat troublesome descent, arrived on terra firma, and drove home all six in Lloyd's carriage full split to town, where we were most cordially welcomed by all hands, and most devoutly wished at Old Nick by all the French, who now find out that "*c'est une chose bien facile*,"—so like them. Let them go and pull the union down, and stick up that three-coloured thing of theirs!—but we must make allowances.

THE BOMMARANG.

THE Aborigines of New South Wales use an offensive weapon called "*Bommarang*," which appears to be peculiar to themselves, and possesses some curious properties worthy investigation. It is merely a covered piece of wood, which the natives can throw with ease one hundred or one hundred and fifty yards, with sufficient force to break the leg, or otherwise injure any animal. The singular property of this instrument, however, consists in the possibility of throwing it forward in the air to a considerable distance, so that it shall always return towards the person throwing it, and even pass over his head behind him twenty or thirty yards, and *this without touching anything in its flight*. At the first glance there is something so incredible in this assertion, and so contrary to all received opinions, that few persons are disposed to believe before they have witnessed the experiment; and I confess I was rather sceptical, until I had been assured of the fact by more than one gentleman of undoubted veracity, and had succeeded in producing the same effect repeatedly, on the first day of making the attempt.

Having reflected on the subject, I am induced to offer for insertion in your Journal, some explanation of the principles on which it acts, as I believe no attempt at explanation has hitherto been published; but will first describe the instrument according to the dimensions given me by Captain Norton which I find answers perfectly. The "*Bommarang*," may be formed of any tough, heavy wood, and is about three-eighths of an inch thick in the middle, gradually tapering off towards the extremities, and rounded on each side from the centre until brought to an edge:



Construction.—Let ABE be the arc of a circle: the chord ADE=18 inches: the perpendicular BD=7 inches: the width BC=3 inches. Thus constructed, the centre of gravity will fall exactly on the edge of its concave surface at C. When used as an offensive weapon, it is usually thrown with the *convex* side outwards; but when intended to return, it is held in the reverse position; although it will probably act in either direction, if properly managed.

For the latter purpose, however, it should be thrown from the hand at a considerable elevation (45°) with a sudden jerk, so as to combine with the projectile force a rapid rotation round its centre of gravity. The rotation acts constantly in opposition to its line of flight; so that if a similar rotation could be communicated without any projectile force, the instrument would move backwards; now, as the force with which it is thrown is constantly diminishing while the rotation continues, it must always arrive at a certain point where these opposite forces balance, or equalize each other. At that moment the weapon would fall towards the ground, were it not for its flat surface and rotatory motion; but in consequence of the centre of gravity being so placed that it will always present its broad surface to the air, it cannot descend perpendicularly, but slides down the inclined plane, up which it has been thrown, in consequence of the whirling-motion continuing after the projectile force has ceased; so that if properly thrown, it will pass over the head of the thrower, and often to a considerable distance behind him.

On the same principle, a hoop thrown from the hand with a spinning-motion *inwards*, will begin to return before it touches the ground; and also the curious, though not so familiar instance, of a ball fired from a musket, the barrel of which has been bent *to the left*, being carried at long distances considerably *to the right* of the object aimed at, in consequence of the rotation of the ball on its axis, caused by the friction against the right side of the barrel overcoming the projectile force, and thus carrying it across the line of aim.

The bommarang may be illustrated in a room, by merely cutting a piece of card into the same shape as the diagram; then holding it between the finger and thumb of the left hand, at an inclination of about 45°, and striking one corner with a piece of wood, it will advance several feet and return to the spot from whence it proceeded. I find, however, that this form is not essential to produce a similar effect, although the most convenient to throw from the hand. Any thin, flat, body of a semi-circular or rectilinear figure, will return in the same manner, if a rotative motion be communicated to it, in conjunction with the projectile force at a considerable angle of elevation.

27, Pall-Mall, 1833.

HENRY WILKINSON.

REVIEWS AND CRITICAL NOTICES.

THE PORT ADMIRAL.

SOME time ago we demolished a trashy libel, under the style and title of "Cavendish, or the Patrician at Sea;" and although the chief characteristics of that production were inanity and absurdity, it still excited indignation, on account of a base admixture of calumny and mendacity. But on its being discovered to be the joint spawn of a discarded captain's clerk and a notary's sag, it was seen that the "*Folly-tonian Brothers*," as they were termed, were beneath the notice of gentlemen. Still there was a score of uplifted cudgels ready for their shoulders, but terror has driven them to so obscure a hiding-place, that, for the present at least, they have "saved their bacon." In this dilemma, one of the aggrieved parties is said to have taken an odd kind of vengeance, and one which we think must have been more troublesome than the occasion required: for he has endeavoured to imitate the vulgar assurance of the self-created "Patricians," in order to impose another work on the public, as coming from the same hands, and thereby put more rods in pickle for them. Such an attempt, it is clear, must fail, because pretending, heartless rascality is below the limit to which satire or parody should descend. It is true we have here again the same guitar-playing mutinous midshipman,—the same hatred of laws,—the same crying-up of that noblest passion, "REVENGE!"—the same rapid arrogance,—the same ignorance of life as it is,—the same long-bow appeals to the truth of rank falsehoods,—the same debasement of taste, and profligacy of sentiment,—the same contempt of grammar,—and the same regret at the "atrocious calumnies cast on the name of Bonaparte;"—but while Cavendish actually does give one fact, the battle of Navarino, there is not a solitary truth throughout the "Port Admiral." By this oversight, the present author has jumbled and perverted circumstances and dates too ludicrously; and we cannot but think this method of wreaking vengeance is more painstaking than wise, for what humour is there in reducing authorship to the level of *Folly-tonian* malignity? Indeed there can be few readers who will not pronounce the book to have been written by an ass;—and considerable indignation will no doubt be excited against the "House" of Cochrane and Co. for publishing it, which can be allayed only by our explanation.

In proof of the justice of our assertion, that the supposed writer of the "Port Admiral" has been even more nonsensical than the ex-clerk, we may mention the introduction of Napoleon into England by means of the mutinous midshipman,—and his meeting his present Majesty as a Captain, R. N., at Plymouth,—his encountering Sir Sidney Smith (antedated as an admiral) not at Acre, but in a chop-house,—his calling on Mr. Fox,—and stumbling on the Prince of Wales in the gallery of the House of Commons. 'Tis true the Emperor, like the author, speaks no French, but the character is ably sustained by the constant ejaculation of the emphatic monosyllable *BAN!*—and also by his scheme for subverting the patriotism of naval officers by stopping their pay, when he shall have emancipated the other Britons from their slavery. Pity that such a scheme should have been frustrated by mere loyalty and courage, and that Ministers "consigned to the slow and murderous torture of a fatal climate the hero whom they had not the ability to subdue nor the courage to destroy!"

Then, again, there is the Port Admiral himself: this is really a droll conception of character, and one which has the appearance of being thus drawn to throw the writers of Cavendish into still greater contempt; otherwise what are we to think of the picture of an admiral at the time of the threatened flotilla invasion,—a baronet on a patent of 500 years' standing, (seeing that the first batch of the order was created by James I.) the brother-in-law of an earl, and *the wearer of four orders*, being also a smuggler at Plymouth! And when this officer introduces an utter stranger into his house, he accounts for a gold *call* in the possession of his indelicate daughter, Charlotte, in these terms:—

"Well, sir, just when it was all over, I heard some fellow on the deck singing out my name, and stooping down: there was little Dick fumbling in his breast—they'd pined him in the scruff of the neck, poor fellow, so ye see he couldn't speak very plain, but, telegraphing for me to bring my head near, he just managed to put his call-ribbon over my neck, gripe my hand in his flipper, say something like—'You,—you'—and before I could say 'What cheer, my hearty?' odds bobs! he was dead as mutton! I should like to have told him that we came back for him. *I know! 'twould have been as good to his soul as a pint of grog*, but he forged a-head too quickly. Poor little Dick! and the long-gathering particle of moisture slid down the old veteran's cheek as he turned towards the gay creature that now came galloping towards them."

Then, speaking of the said female, who is riding off without saddle or bridle, very Di-Vernon-ish, on a horse that kneels to her whistle,—he roars out,—

"There she goes, ha, ha! harum-scarum little devil; come, we must haul over-head yards. Look at your watch, Margiee—half an hour behind time. Bless us, save us, what the dickens shall we say to Auntie Suff." (Auntie Suff, by-the-by, being one of the most stupid characters ever drawn into the pages of a novel.)

And again, when both daughters return from a cruise to the Mewstone, in a flag-ship's launch, manned by six men, whose officer allows himself to be left behind, during which they are driven out to sea, get becalmed for several days, almost die of hunger, and all that; are picked up by Bonaparte in a privateer, get wrecked, and are then saved in a swamped and deserted merchant-ship laden with timber, where they take *all the hammocks out of the nettings*: on their return from this precious trip, the Port Admiral thus elegantly gives way to his paternal feelings:—

"Why, Chatty, you little gipsy! you've lost a precious sight of tonnage and beam! Odds bobs! how have they been serving you? Short comntons in the purser's store-room, I guess! Why, I've expected you for the last two or three days—and Margiee, dear girl, you've been pulled down a peg. Come tell me all about it: how did you come to leave an old fellow, where the little boat was, all behind? Dickens! you said nothing in your letter, Captain Croiser, save that they'd been blown out. Here was I in a pretty hubbub—sent a couple of tenders off on the next morning to look after ye, but they fell in with such a confounded calm, they could not get on a peg. Come, come, don't talk now—we'll have all this yarn to-morrow. Here comes the thray, do you hasten up-stairs, you little rogues, and get rid of these wet things, and stow yourselves away to get a little sleep: whatever you want shall be sent up to you."

The writer of the "Port Admiral" has overshot his mark in showing such a glaring ignorance of the rules of naval etiquette: for even a clerk, however seldom he may breathe the quarter-deck air, would know that a flag-officer is not addressed "*Admiral*" by his officers and men;—that a carpenter would not so bitterly deplore the loss of his warrant, after so short a service as the one in question had seen,—that no wounded midshipman was ever refused surgical assistance,—that the holy-stone had been in use long before the epoch of this novel,—that men at the guns do not bawl for more powder from "*Master Monkey*,"—that officers do not wait on the Lords of the Admiralty bound up in full tog,—and that the *main deck* of the *Blenheim* could not have been *battered down*.

But the principal defect of the undertaking is the opening of the novel—a disgusting recital, which has no more relation to the "Port Admiral" than virtue has to vice or wisdom to *folly*. Here indeed is a hodge-podge of absurdity, exhibiting such a marvellous ignorance of facts and seamanship, that we cannot possibly suppose him who penned it to have ever been in the service. It is well known that Sir Thomas Trowbridge went out to the East Indies in an old line-of-battle ship, the *Blenheim*, which ship he sent from Pulo Penang to Macao with convoy, and in the interim hoisted his flag in the *Rattlesnake*. The subsequent and real tale is one of the deepest interest, when cleared of the revolting improbabilities here attached to it: for the *Blenheim* having run on shore in the Straits of Malacca, and broken her back, it became necessary to dock her, and she arrived at Madras Roads, with the intention of proceeding to Bombay. But some disputes arose, not with the Governor-general, as asserted by the slanderer or mock-slanderer, but with a naval officer, as to the limits of command, as defined by a line drawn due south of Point de Galle. Thus being a point not readily settled, the high-spirited admiral intended to return to the Cape, (not to England, as set forth in the absurdities.) He therefore sailed in the latter end of 1806, in company with the Java frigate, (the name of which is not even mentioned in the "Port Admiral,") and the *Harrier*, a fine 18-gun brig, (which is described as being lost before the *Blenheim*.) A hard gale arose on the passage, and the *Harrier* lost sight of the *Blenheim* and Java on the evening of March the 1st, 1807, the former evidently labouring, and with signals of distress flying, and the latter apparently nearing her. The night was dreadful beyond description; it blew a raging hurricane, with a most tremendous sea. They were never more seen, and it is not improbable that the frigate, in her desire to stick by the distressed flag-ship, was thrown on board, and that both sunk together. Thus was lost to his country a skilful, brave, and high-minded Nelsonian Admiral, together with Captains Bissel, Pigot, and Elphinstone, and two gallant ships' crews. No sooner did the *Harrier's* distressing intelligence reach India, than Sir Edward Pellew appointed young Trowbridge, the son, to the Greyhound frigate, and promptly despatched him to cruise in quest of his father, which he did with devoted perseverance; but nothing further transpired respecting the fate of the *Blenheim*. Such are the facts of this melancholy case; but how has the scribbler treated it? Why, in a manner to disgust every reader, by the atrocious description of an imaginary catastrophe for the ill-fated ship, in a narrative which vilifies one of the finest officers who ever trod a deck. He introduces the *Blenheim* at anchor before "*the domes and minarets of Bombay*"! and talks of "*the turbanned crews of its light caiques*"! pretending, in a note, that he, the writer, was *actually there, and belonging to the ship at the time!!!* Now, could any one who had ever seen the portly figure of Jemsatjee Bomangee, the famous builder, describe him as of "middle height and spare make,"—"appearing

* It is not a little singular that in Nories' Naval Chronologist, and other works, the loss of the *Blenheim* is mentioned, and not that of the frigate: this accounts for the ignorance of the "Port Admiral" writer on this point.

savage," and "speaking broken English"? Could any one who had visited Bombay dock have used the term "black-hided Parsees" or give such a specimen of Jemsatjee's oriental English, as "*I no tynd fool, Massa Admiral!*" He must indeed have lost caste, for we ourselves beheld in him a man of gentlemanly deportment and address and we further declare that we never heard the said "*Massa*" articulated in those regions, except by the stray negroes who might be found here and there in the ships. Then, again, Jemsatjee, a man of rank, respected by all the Indian authorities, to be kicked and bundled out of the ship!

We are subsequently told of a mutiny, and the admiral, intending to put into the Isle of France, in the height of the war, adopts the very seaman-like expedient of keeping the mutineers below, by capsizing a gun upon the gratings of the main-deck-hatchway, in a gale of wind. The ship is now under close reefed topsails, and the gale increasing, when the ruff-raff below hoist up abundance of beef and pork casks, to form batteries, and casting loose the lower-deck guns, point them through the eatable embrasures, at the instigation of a carpenter's mate who has been but little at sea, yet directs the filling of cartridges, as well as the attack and defence, against the admiral. He spouts about hell and lively while he is killing his captain and advises the people not to fear striking their officers, for "no superiority can exist but by the mutual agreement of society." During the struggle, the sea is making complete breaches over the quarter-deck bulwarks, and yet these are the kind of orders given by Mister Chips—

"Fix the hoses quickly, old boy, and get some hands to work here, whilst I hoist up two or three guns from the lower-deck. Old Blue-bird has spiked all these—I feared he would be too cunning to forget that. How the old ship rolls!"—"Rolls!" "Mi Grime, I wonder how she's kept together so long after cutting away that beam and these culmies. Ah! Mi Grime, that was a bold plan!"—"It was necessary, Grooves, to secure us a safe retreat: we all must bow to necessity. I hope her old timbers will hang together yet, if it would please God to let the sea go down a little!" this roll badly allows us to work. I could wish, but it is all in his hand. It has pleased him to place me here, and I must do my duty without slinking."—"Ah, sir! but it's an awful waste of blood!" Grime started, his countenance proved him to be agitated—"True, Grooves, but if it were his pleasure not to be so, would he not turn the heads of the crew?" "I have not sought this, I have not worked them up to this, until nothing else was left to me. You know I have humbled myself before tyranny, oppression, even to the loss of all that were dear, ay, even to being flogged, but the nudge of the dead-end we are bound to maintain, drawing himself proudly up—"Vengeance is mine, says He who orders all things—and is not this his vengeance?" "Ah, we not his tools?"

This odious mock piety is offensively interlarded with a proportion of contempt for the established church. The Port admiral buries his daughter in a garden in Sussex, and the chaplain of the *Blenheim* is thus introduced—

"Back, sir, back!" exclaimed the admiral, drawing the attention of the crew from so sad a spectacle, "you belong to the ship, sir, and cannot pass, you are not included in the truce, back! I say, sir, you belong to the ship!"—"Alas!" most worthy sir, I unfortunately do replied the stout personage whom the flag-officer attempted to repress, "yet, I beseech you, hinder me not, peradventure the good men—I beg pardon—peradventure the mutineers, speaking the last word in a whisper, and then raising his voice again—will allow me to pass, seeing that I belong not to the sect militant, and that our cloth wages no contention, save with the spirit—"And *uater*, say, you drunken old vagabond, added the admiral, giving the applicant a kick that sent him rolling over the ladder on the deck below.

"Gradually the discomfited individual arose, displaying to view the burly person of the ship's chaplain. Rubbing with both hands the part affected, he looked up towards the admiral with much composure, half-muttering, 'Spirit and water, you say?'—so I will, and then toddled down the hatchway as speedily as his half-intoxicated state would permit."

Again, on his being called to read the service over a dead mutineer, to whom the admiral was being bound, that they might be thrown overboard

together, after *all* the officers, marines, and loyal men were killed, the same personage is again brought forward—

“The reverend official, who had gone below to realize the hypothesis of his superior, by applying to the spirit-bottle, now made his appearance with faltering steps, bolstered up on either side by a sailor. Having brought him opposite to the body, he showed symptoms of great terror; these were relieved by Kavanagh’s desiring him to ‘read the dead body riggulations over an old shipmate,’ while Collins, as an encouragement, gave him a slap over the back, exclaiming, ‘Come, my old Cock! let’s have something short.’

“In the midst of such conflicting circumstances, if we recollect the non-compos. state of his mind, we shall not be surprised at the clerical gentleman finding himself somewhat at a loss. After many ineffectual attempts to recollect himself, he turned to the men, and mumbled forth, ‘Really, good people, this—is—a—most *difficult* corpse of yours to bury—most *difficult* corpse ever had in my life.’—‘Very like, old chap, ‘cause ye see one’s alive.’—‘Oh, alive! is he?—that accounts for it—always more *difficult* when they’re alive;’ then, extending his hands over the two heads, he muttered, ‘For what we are going to receive, may we be very thankful!’ then, looking at his audience, hiccuped forth, ‘Sit down.’”

Such is the ribald foolery published by Cochrane and Co. as the work of the “author” of CAVENDISH. We think the naval novels in general have been rather “*infra dig.*” with reference to professional literature, and liable to abuse as well as to a perverse imitation by the disaffected, the sciolous, and the malignant. As an example, see the advantage taken of the “*Life of a Sailor*,” by the Folly-tonian, in some garbage called the “*Lauread*,” at p. 89. To this despicable pander to Malice, who touches nothing without degrading it, the words of Giffard would be applicable, but that he has not strength to soil those at whom he scatters his dirt:—

“Lo, HERE THE REPTILE! who, from some dark cell,
Where all his veins with native poison swell,
Crawls forth, a slimy toad, and spits, and spues
The crude abortions of his loathsome muse,
O’er all that Genus, all that Worth holds dear,
Usullied rank, and piety sincere;
While idiot Mirth the base defilement lauds,
And Malice, with averted face, applauds!”

In proof of the disgust excited by this scurrilous production, in the few instances where the penalty of its perusal has been self-inflicted upon members of the Service, we append the following letter from a naval correspondent.

We may perhaps be thought to have bestowed more notice upon this contemptible farrago than its obscurity, or the certainty of a virtual retribution in the disgust it cannot fail to create, would seem to justify. Undoubtedly, the chastisement of slander and malignity is coincident and co-efficient with the offence; it might therefore have sufficed to leave to the silent operation of his own poison the outlawed libeller—doomed, during the remnant of a vile and envenomed existence, to skulk from the “poetical justice” of the horse-pond or the tread-mill.

“May 16th, 1833.

“MR. EDITOR,—The recent publication of a low libel upon the Naval Service cannot have failed to attract the notice of an indignant and insulted profession.—That the author of ‘*The Port Admiral*’ has displayed some ingenuity in the choice of the ground from whence he may attack the memory and vilify the high fame of the illustrious dead, no one can deny.—Though no *proof* of the falsehood of his avowal of the Blenheim’s fate can be produced, and though no one is very likely to believe his absurd and malignant ‘*Tale*,’ yet it may be as well to point out on the very face of it, a description of Bombay, which is no more Bombay than it is Smyrna—‘*ruddy glow*,’ ‘*roseate blushes*,’ ‘*burnished effulgence*,’ marking no distinct features but those of a quack writer. When he comes, however, to talk of ‘*domes and minarets*,’ distinctly marking the features of an eastern city,’ probably the mind of ‘*the Patrician*’ was wandering over some former scene; and to such concoctors of

books, a full-mouthed sentence is not to be despised. Perhaps no city presents less variety in its external appearance than Bombay; and as for dome and minaret, neither are visible in any point of view whatever: a good description would give a semblance of truth—this is a failure. His rancorous attempt to poison those feelings of sympathy which all hearts entertain for the fate of the distinguished veteran and his devoted crew, whom he has thus torn from the grave for his own sordid purposes, but too well gratified often by pandering to worse feelings, must provoke universal disgust.

"If such vile trash is to wring the laurel from the honoured dead, and to rife the tomb of the wreath which memory bestows, farewell to high imaginings which inspire buoyant youth—the futile hopes of honour and distinction! Perish each thought which can lead the mind to glory, and elevate the warrior to joy in the front of death!

"Let us crown this malignant creature as the conqueror of the invincible! Let us draw him at all events from his obscure den, and expose him to the infamy which a discerning country must ever bestow on an anonymous slanderer of the illustrious dead.

"The rest of the book is beneath contempt."

"X. Y. Z."

FRAGMENTS OF VOYAGES AND TRAVELS. THIRD SERIES.

WITH these volumes CAPTAIN HALL has closed his series of professional sketches, which, as a whole, we do not hesitate to describe as one of the most sensible, judicious, and valuable publications ever offered to the service, or, we may fairly add, to the public at large.

We have, upon former occasions, entered so minutely into the characteristics and tendency of Captain Hall's undertaking, that little remains to be said in the shape of special comment on the volumes which complete it. The latter evince the same ability and zeal, patient industry, high moral tone, and simple yet captivating style, which have rendered their precursors so justly popular; while there appears in the present series an approximation to the superior province of the historian, in the *Précis* of Indian affairs comprised in the first volume, and executed with so much clearness, candour, and research, as cannot fail both to inform upon so complicated a subject, and to impress the reader with a still higher opinion of the author's powers.

The subjects chiefly discussed in these volumes relate to India and the adjacent regions, and while, on this account, the attraction of variety may appear less marked in the handy little pocket companions before us, than in their elder brethren, there is, on the other hand, an interest of circumstance and a cleverness of execution in their matter, which, with the professional topics so happily introduced and handled in the last volume, leave us nothing to desire.

The chapters on commissioning and fitting out a ship, on manning the navy and impressment, on naval gunnery, &c., will be read with benefit by all hands.

Captain Hall, equally expert in literary as in naval tactics, has taken care to wind up his work with a topic which ensures him applause at the falling of the curtain. Imitating the elder dramatists, he takes leave of his audience with a "*plaudite mambas!*" The last words of his last volume are
WALTER SCOTT.

Having accompanied that great man to Portsmouth, when about to embark in the *Barham* on his last voyage, in quest of health, Captain Hall, with praiseworthy feeling and fidelity, performs the office of a Boswell on so interesting an occasion. We should have been happy to quote the entire of this chapter, had our limits permitted—mutilated, the effect would be lost. However, our readers, we have no doubt, have long ere this anticipated our mediation by a direct reference to the work itself, which, in its complete form, ranks its author with the most popular and useful writers of the day.

EASTERN AND EGYPTIAN SCENERY, &c. BY CAPTAIN HEAD,
OF THE QUEEN'S.

CAPTAIN Head's elaborate publication involves so many questions of current concern, including the speculation of a steam communication with India, and the defence of that country from Russian invasion, that we have felt the propriety of deferring an examination of its contents till armed with all the specific information necessary to a practical view of the general subject.* The Survey of the Euphrates, by Captain Chesney, of the Artillery, is a step in aid of this investigation; but there are many data still wanting to complete the chain of facts and calculations upon which the popular theory of a more rapid communication with the East can alone be brought to anything like a practical test.

Generally speaking, we are disposed to consider the expense and interposing difficulties, both physical and political, too serious, and the balance of profit too precarious, to recommend such an undertaking to hasty adoption; nor can we shut our eyes to the obvious and inevitable consequence of facilitating the intercourse with our oriental possessions through neutral territories; namely, that our rivals must participate in the benefit, and avail themselves, to our disadvantage, of facilities created ostensibly for the discomfiture of any such views on their part.

This objection becomes the more pressing, from the consideration, upon which we have attempted to enlarge in the leading paper of our present Number, that the distance of the base and extent of the line of any operations undertaken for the overland invasion of India, on the part of Russia—the power chiefly suspected of such a design—would preclude the probability, and almost the possibility, of success. Any project, therefore, by which the transport of men and *matériel*, especially by the line of the Euphrates, should be shortened and secured, would at least diminish the difficulties of the attempt on the part of an army invading India from the north. We shall revert to this subject.

Captain Head's production exhibits industry, zeal, and activity. His Journey from India to Europe by the Red Sea and Egypt, including all the customary stages and scenes hallowed by antiquity, is given in an unusual form—letter-press and illustrations being both comprised in the shape of a voluminous atlas. The views, though from their great size and number not aspiring to excellence as works of art, are characteristic and striking. The work must have been got up at a vast expense, and is well worthy of a circulation which may remunerate its spirited author.

ARMY REFORM.

THE subject of Army Reform, at no time to be lightly discussed, demands a more deliberate and unbiassed consideration than it is likely to receive at a season, like the present, of public excitement and aggravated prejudice. We shall avail ourselves of the first moment of returning calmness to review this question in all its bearings, and with a strict regard to the mutual interests of the profession and the public. We reserve, therefore, to that opportunity, our comments upon the pamphlet bearing the above title, which appears to us to be a *réchauffé* of some letters which appeared in the newspapers a couple of years back, and bearing internal evidence that the author, if actually "a *ci-devant* cavalry officer," is by no means sufficiently familiar with the *facts* of his subject to enable him to pronounce so dogmatically upon its details. His very first paragraph recommends an act of equal folly and injustice, namely, a *reduction* of military pay.

CABINET CYCLOPÆDIA.

✓ In the thirty-ninth volume of this work, Dr. Lardner has discussed the properties and phenomena of **HEAT**, with a view to the popular illustration of that branch of natural science, which he considers as fully entitled as *Light*, and more so than *Electricity* and *Magnetism*, to the honor of a separate treatise.

The continuation of **MANUFACTURES IN METAL**, in the forty-second volume, presents matter of professional interest to the Services, in the technical description given of the mode of fabricating fire-arms, and military weapons in general.

The **NAVAL HISTORY OF ENGLAND**, preliminary to the Lives of British Admirals, and commenced in the fortieth volume of this work, by Dr. Southey, demands a more extended notice, for which we reserve it.

• SIR WALTER SCOTT'S POETICAL WORKS. VOL. I.

This volume forms the commencement of a revised and complete edition of the immortal bard's poetical compositions, under the appropriate superintendence of Mr. Lockhart. The *Minstrelsy of the Scottish Border*, enriched with interesting annotations, both by the author himself and the editor, takes the lead in the present volume, from which we anticipate a series worthy of the respective parties.

FINDEN'S LANDSCAPE ILLUSTRATIONS OF LORD BYRON, PART XII.

APPENDIX TO THE FIRST EIGHT PARTS.

We have so frequently expressed our admiration of the beauty and interest of this Series, that we have only to remark of the present Number, that it is adorned with an admirable portrait of Sir Walter Scott, engraved by Finden, from a painting by Newton.

A letter-press Appendix, edited by Mr. Brockeden, tells the story of the different engravings in the first eight parts, so as to render these works of not equally interesting, whether historically or technically judged.

THE PARLIAMENTARY POCKET COMPANION.

This is a most convenient, apparently correct, and valuable pocket compendium of all persons and matters connected with the British Parliament, Peers and Commons. Even as the companion of an idle hour, it is very entertaining and, in its way, instructive.

MODEL OF WATERLOO. BY LIEUTENANT SIBORN.

It will be gratifying to our military friends, and indeed to Englishmen in general, to hear that a model of a very considerable size is being constructed of the ever-memorable Battle and Field of Waterloo. This extensive work, which promises to be a most interesting monument of Britain's prowess, is undertaken by Lieutenant Siborn, under the immediate sanction and authority of the General Commanding in Chief.

The artist, to whose excellence as a topographical draughtsman we have on a former occasion had the pleasure to allude, and who, of late, has contributed much to improve the art of modelling, was for some time employed on the spot in taking an accurate survey of the ground, and carried his labours to such a degree, that he has, with the greatest mathematical precision, ascertained, not only the position and extent of every object and enclosure, but the nature and level of the surface and its undulations. With these data Lieutenant Siborn has proceeded to the construction of the model in question, on a scale of 9 feet to a mile, which, when taking in the whole sphere of operations, will form an area of 21 feet 4½ inches by 19 feet 8½

inches. This will be divided into thirty-five compartments, which, by means of brass plates and screws, will admit of being joined firmly and tightly together, and may, when necessary, be separated and packed in as many cases for the convenience of transportation,

The groundwork or main substance of the model consists of plaster of Paris, very carefully prepared in a particular manner, so as not only to render it completely impervious to the influence of heat or moisture, but at the same time to impart to it a degree of hardness and solidity by which it becomes infinitely more durable than wood, and totally exempt from the risk of warping, to which models constructed of the latter material are so extremely liable.

Considering the nature and object of the work, and the necessity of exhibiting upon its surface the whole of the troops engaged, distributed according to the positions they respectively occupied at a particular period of the battle, and distinguished by their various uniforms, Lieutenant Siborn felt that it was also incumbent on him to combine with this representation the most rigid imitation of nature. To effect this object, it became essential that he should make himself acquainted, as far as possible, with the state of cultivation in which every field existed on the day of battle; but being well aware that, to carve out of a solid substance the different kinds of culture over a superficial extent of about 420 feet, would not only occasion immense labour, but would also impart to the latter, when brought into juxtaposition with the figures representing the troops, an appearance of *stiffness*, which, in any imitation of nature, it is so desirable to avoid, he determined upon carrying into effect a variety of contrivances calculated to give the nearest possible approximation to the natural appearance of the face of the country represented. In this he has succeeded, so as to be enabled to exhibit the different kinds of grain, such as wheat, oats, rye, barley, also beans, peas, potatoes, clover, &c., together with trees and hedges—in all of which, colour, form, and general appearance, are imitated as closely as possible: and as the materials he employs for the purpose are perfectly flexible, he is able to raise or press down at pleasure either the slightest portion, or the whole, of any kind of crop,—an advantage which cannot fail to be of very great service to him when fixing the troops, or altering their positions according to the information communicated to him by different officers, or when giving to the field that trodden-down and devastated appearance which resulted from the continued movement of troops over it.

The work has already occupied Lieutenant Siborn two years, and we understand that he will require another year to complete it—altogether a length of time which, considering the immense labour it entails upon him, and the circumstance of his having arduous duties to perform in his official capacity as Assistant Military Secretary to the Commander of the Forces in Ireland, cannot be looked upon as at all unreasonable. Indeed we *know* that every moment of time that he can employ, without interfering with his official duties, is sedulously devoted to the model—that he is to be found at work by day-break, and that he admits of no interruption beyond that which duty imposes upon him; and we do sincerely trust that exertions not only so laudable in themselves, but on a subject of such national interest, will be rewarded with that public approbation they appear deservedly to merit.

The period of the battle, which forms the more immediate subject of the model, is the grand attack of the French Imperial Guards upon the British right wing.

CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, May 20.

MR. EDITOR,—As a veteran warrior, reposing in the evening of his days, his mind stored with proud associations, his infirmities respected by his countrymen, his coat decked with honours, and his crutch ready to be lifted in noble anger if he hear the service abused, in which he shed blood and breathed glory—even so rests the “Victory” on her blue couch, in sight of her beloved’s monument, and still bearing the symbol of command that waved his squadrons on to conflict dire—to conquest sure—even so does she chafe or agitate her diminished broadside at finding herself made a vehicle for slander. Though old and decrepit, unfit to bear the panoply of war or the embraces of ocean, still she floats, the pride of the first harbour in the world—still the ensign that

“For a thousand years has braved
The battle and the breeze,”

floats from her poop—still the martial drum, the inspiring band, the cheering pipe, are heard within her sides—still her gangway bears the measured pace of the sentinel, her decks resound with holystones, and “Twas in Trafalgar’s Bay,” is still heard above “All’s Well.”

There is something hallowed in a great man’s sword. Who would not caress the *Bucéphalus* that bore him over the plains of glory—tread with generous caution the apartments he inhabited, and say, here he thought—here he spoke—and here he wrote?—How much more, then, must be felt on beholding the “Victory,” at once the steed, the house, the castle, the study, the arena of fame, and, alas! the deathbed of NELSON. Rowing towards her, visions of matchless deeds float before us, St Vincent’s artful fight, Trafalgar’s hostile fleets, fill the space. We ascend the gangway—we bend with veneration to a brass plate, in the middle of the quarter-deck, a bust carved thereon *there* fell Nelson—we lift up our eyes and behold another memorial of him. We read the silent hymn, the voiceless prophecy, “England expects every man to do his duty.”—cold is the bosom that could remain unmoved on that glorious deck. This is not all. In the cockpit, like a holy shrine, to be gazed on, not touched, is preserved the cabin where Nelson breathed his last—and, like to a holy shrine, pilgrims resort to it from far and near—not only from within the circuit of the British isles, but from countries through which flow the Plata and the Potomac, from mighty Ind, from Pyrenean vales, from rival France’s shores, from Italy’s sunny cities, they come.

Mutantur omnes.—Contrast her now, the gay, the idolized, with what she was two short years since—masked in dingy black—totting in oblivion—consigned to ignominious demolition. But Sir Thomas Hardy, whose greenest laurel was grown in her, came. He spoke—and forthwith the sacrilegious axe was stayed. For this act he merits the gratitude of all true Englishmen. Go to a little inn near Goodwood, in Sussex, and you will find the figure-head of the Centurion, Lord Anson’s ship—such, or a more ignoble fate, but for Sir Thomas Hardy’s timely interference, might have befallen the bust of the “Victory.”—now, fragments of her timbers are eagerly coveted to make snuff-boxes of. Far nobler monuments the “Victory,” bearing the flag in Portsmouth harbour, than is the Waterloo Lion, or the Hyde Park Achilles; and the eagerness with which she is visited is a gratifying proof that all respect for the past is not extinguished by the innovating spirit of the day.

Still I have not reached the point at which I aimed. The fact is, that as one of the “chosen,” I feel reluctant to say, that right that you have written is not correct, to insinuate that any part of the contents of the U. S. J. is not as the laws of the Medes and Persians, or as Papal Bulls. And, mas-

much as the U. S. J. is as widely circulated as "Day and Martin," or "Cole's patent," or "Harvey's sauce," so is it needful that the aspersion cast on the navy, through the "Victory," in its last number, should be wiped off. Alas! that such words as the following should have crept into the Journal, and from your pen, most honoured editor: "In going on board the Victory," [you thus write in reviewing the Rev. E. C. Wines' *Two Years and a Half in the American Navy*] "he" [Mr. Wines] "cries out (as a foreigner, the natives being used to it) at the tax levied on visitors to the flag-ship of Nelson. How long is this custom of debasing everything, public and private, that will fetch a halfpenny, into the sordid purposes of individual avarice, to remain the national disgrace?"

The only inference to be drawn from the above is, that the "Victory," with all her associations of Nelson and fame, has been placed in the harbour, in preference to any other ship, merely as a show, at so much a head! Had such been the recorded opinion of Mr. Wines only—(I answer for it he enjoyed the Victory's wines)—we should not care a rush for it: his book will not be much read, and where it should be, so Yankee is it in all its bearings, so savouring of national prejudices, that very little faith will be put on those passages relating to England and the English; but when the U. S. J., that Journal so zealous for the honour of both services, so indefatigable after truth, so impartial in its awards of praise and censures, confirms the calumny, and confirms it, as it were, with the seal of truth, who shall say nay, who will not refer to it as conclusive evidence of the meanness? No; we leave such dirty work to chapters, to corporate bodies, to guardians of public exhibitions. Nelson's monument in St. Paul's may be defiled by money, but his ship will never be. Silver keys are necessary to open the gate of the tombs in Westminster Abbey, but the gangways of British ships are ever free of access, to the poor as well as the rich, untainted by fee or expectation.

Strangers who visit the Vatican are requested not to give money to the *ciceroni*: in the galleries at Florence are notices forbidding the *ciceroni* to receive money under pain of dismissal. Which of the two saves the traveller's pocket is evident. Acting on the spirit of the latter, these words are conspicuously placed at the entering port of the Victory "Visitors are requested not to give money to the persons appointed to show them round the ship, as by so doing they will subject them to punishment." There is, however, a money-box, placed conveniently in view, with these words painted on it—"Dreadnought, Seamen's Hospital-ship." Into this box visitors may or may not, they are neither asked nor observed, drop contributions. And when it is considered that the Dreadnought is supported by voluntary subscriptions, no one will say that a ship is disgraced by allowing donations to be received on board for so laudable an object. So far from this being a heavy tax on visitors, it is a lamentable fact that more halfpence are usually found in the box, when opened once a month, than shillings or sixpences. I should like to know how much Mr. Wines gave. So deliberately to pervert truth! Shame! He could see nothing English with unjaundiced eyes. Once, on entering Malta harbour, he hears the band of an English ship playing "Rule Britannia," and he tells us that it was performing in insult of the American frigate. Why, the wiseman—does he not know that "Rule Britannia" is become European, that he might have heard it played in French or Russian ships—that whatever sense of arrogance it might formerly have conveyed, has been long since lost in the familiarity of the air. Besides, is not the application, when made, just? Who does rule the waves? If it be a boast, one, by the way, that is never made, it is not a vain boast. If any power is to dispute the trident with us, will it be the half dozen unwieldy two-deckers and the twenty frigates of the United States? Softly, good Mr. Wines, get on half-pay before next war, depend on it we shall not draw our own teeth another time, and you may then *pay* dearer for seeing an English ship than you *paid* for seeing the "Victory." You may, however, be certain, that in

whatever British ship you chance to put your foot, in whatsoever manner, you will always meet with a gentlemanly reception.

TYRO.

Portsmouth, May 21, 1833.

MR. EDITOR.—The *Stag*, Captain Lockyer, C.B., returned to the Downs the 22d April. The *Larne*, Commander Smith, has been removed from the North Sea Squadron, and refitted for the West Indies. The *Hyacinth*, Commander Blackwood, returned to Spithead on the 27th April, and she sailed to join Vice Admiral Sir John Gore, in the East Indies, on the 6th May, taking out passengers and supernumeraries for the squadron. Lieutenant Parker and a party of Marines went in her to join the *Magicienne*.

April 26.—His Majesty's sloop *Sparrowhawk* came up this day from the West Indies: she left Port Royal on the 26th January; Commodore Farquhar was doing duty as commander-in-chief, until the arrival of Vice Admiral Sir George Cockburn; the broad pendant was flying in H.M. ship *Blanche*. The *Pearl* and *Gannett* were at Port Royal, all well. The *Sparrowhawk* went to Vera Cruz on the 17th February, and took on board about 250,000 dollars and 40 bales of cochineal. The *Thais* packet sailed on the 27th February from that port for England, with upwards of 700,000 dollars, all on merchants' account, and has since arrived at Falmouth. On the 28th February, the *Sparrowhawk* sailed from Vera Cruz, in company with the *Renard* packet, and anchored at Tampico, after a rough passage of twelve days. She there shipped nearly 400,000 dollars more, making a total for conveyance to Havannah and England, of 629,527 Mexican dollars, and 42 bales of cochineal. On the 27th April, the day after her arrival at Spithead, Admiral Sir Thomas Williams, the Commander-in-Chief, repaired on board, to muster and inspect her crew, in pursuance of the regulations established in the general printed instructions. The Admiral expressed himself perfectly satisfied with the precision exhibited by the officers and crew in the gun and small-arm exercise. Unfortunately one of the carronades had missed fire, and after the evolutions were over and the gun housed, the captain of the gun, while adjusting the lock, by some accident caused the gun to go off, and melancholy to relate, the shot killed two men instantly, and severely wounded five others: they were removed to Haslar hospital. The *Sparrowhawk* came into harbour on the 29th April, and has since been paid off.

Intelligence of the arrival of Captain Back and his party, at New York, was received here, via the packet ship *Philadelphia*, which passed through Spithead on the 25th April. Captain Back had arrived in the *Hibernia*. He had read before the Geographical Society in that city an interesting paper of his intended route, with explanatory diagrams, which he published in England: the New York papers give it at length. Mr. King, the surgeon and naturalist, was with the expedition. It does not appear that they had started when the *Philadelphia* left New York.

The *Flamer* (steam-packet) Lieut. Bastard, returned from the Mediterranean on the 20th April. She brought home Captain Spencer of the *Rifles*, and Captains Bradford and Fenwick of the army. It was reported the Russians had seven sail of the line, and forty transports, up the Mediterranean.

A communication has been made by the Board of Ordnance to William Grant, Esq., the chairman of the meeting assembled last month at Gosport, "to request a bridge might be erected across the ferry at Haslar," stating that the estimated expense would be 10,000*l.*; and, therefore, under the present circumstances of the country, the Board could not recommend its adoption. To which the Lords Commissioners of the Admiralty have added, that as they do not consider a bridge necessary for the naval service, they will not sanction an application to Parliament for an act to erect one. But it now appears by some of the measures of the present Parliament, that the consent of Government is a secondary matter; and I doubt not, if the inhabitants of

the town of Gosport and its neighbourhood consider it worth while to speculate, and have a bridge built, the Boards of Ordnance and Admiralty will not be consulted any further than by having to pay the toll required when troops pass over.

Some new system is talked of for employing the artificers, &c. in the Dock Yard : but it appears so complicated, that it is hardly worth the trouble, as well as difficult, to state what the alteration is to be ; and it will puzzle both the men to calculate their pay, and the inspectors their work. I am told half the workmen are to be employed on task-work, and half on day pay ; there is a regulation hinted about apprentices, &c., &c.

I mentioned in my last that application had been made to Government for the removal of the convicts from this Dock Yard, in consequence of the principal part of the inhabitants having represented the bad effects of allowing these people to perform great part of the Dock Yard work, while labourers were in want of employ, and burthening the parish. It appears the Government have discovered that labour is required in New South Wales, and they have consequently determined to transport the greater number of prisoners, convicted, in future, to the penal settlements. Since Lord Melbourne has given the order, 480 have been shipped off from hence, and it is expected the Leviathan, alongside Portsmouth Dock Yard, will be quite cleared of them by the end of the next month. Young and old are sent, if their state of health will admit of it. Labourers will of course be entered from the town in their room, but I apprehend in a different manner than heretofore : simply as bricklayers, road-contractors, or canal-diggers might have occasion to hire and then discharge. If this plan is adopted, a considerable saving in wages will be made, for it may not be requisite for a party to be hired more than two or three days in the week, and no apprehensions may be imagined of a scarcity, as there will always be found scores out of employ. The convict ship at Gosport will most probably be retained as a receptacle for the very old, infirm, and those considered unfit for so long a voyage : as a rendezvous for those intended to be transported (that they may be clad, purified, and classed) and, also, that a working gang may be kept permanently for the ordnance department, whose work is of that nature that convict labour is cheaper and better. The removal of the prisoners will cause a considerable additional actual outlay of money for labour, as it is estimated they have earned about 18s. a-week each : the daily pay of a hired man may be about 2s., or from 10s. to 12s. a-week : but then it is paid in cash, whereas the other is *calculated* only ; their maintenance and superintendence is very small. It is estimated the cost of sending prisoners out of the country will be 20*l.* a man.

May 3d. The death of Vice Admiral Sir Henry Hotham, K.C.B., Commander-in-Chief in the Mediterranean, has been announced this day. The Flag Lieutenant (Stirling) came through France with the intelligence. Sir Henry's loss will be greatly felt in the service : he was a mild, brave and most gentlemanly officer ; and his manner invariably engaged the respect and esteem of all those who had the good fortune to serve under him. His widow, lady Frances, and family are on their way to England in H. M. ship Alfred.

The Dee, steam-ship, Commander Oliver, came to Portsmouth on the 7th May, to receive Sir Pulteney Malcolm and his suite, to convey them to the Mediterranean, he being appointed to succeed the late Sir Henry Hotham on that station. Sir Pulteney arrived on the 10th, hoisted his flag in the Dee, and proceeded on the 11th May to Lisbon, to join H. M. ship Britannia. He is accompanied by Lieutenants Morgan, Fulford, Griffiths, and Johnstone, R.N., from the Donegal, and Mr. Edye his secretary.

The Conway anchored at Spithead on the 6th May, and sailed for Lisbon and Oporto on the 8th : it is supposed to relieve the Druid, whose period of service is drawing to a close.

The Nimrod, Commander Lord Edward Russell, after cruising off the

coast of Portugal for a considerable time, came in to refit, but was afterwards ordered to Plymouth for that purpose. The *St. Vincent* had sailed for the Mediterranean when *Nimrod* left Rear Admiral Parker, and the *Caledonia* for England. The *Asia* had the Rear Admiral's flag.

May 9. H.M. ship, *Larne*, Commander Smith, was this day towed to Spithead by the *Dee*: paid wages, and sailed for the West Indies.

The *Buffalo* (timber-ship) commanded by Mr. Sadler, late Master of H.M. ship *Victory*, and having an assistant-surgeon (Mr. Hamilton) attached to her, arrived from the river Thames on the 6th May, to take on board Captain Sir Richard Spencer and family, for conveyance to King George's Sound. Sir Richard Spencer is appointed Governor of part of Western Australia, having his residence fixed at Albany (being under the command of Governor Stirling, whose seat of government is Swan River), and will be landed from the *Buffalo* on her way out to Sidney. A party of Quakers are either already on their way out, or shortly to proceed to settle at King George's Sound, and from the known habits of caution and industry of this race of individuals, it may be expected they have well calculated the advantages to be derived before they would risk their lives and property such a distance from the mother country. They have had some wood houses constructed in England to take to pieces and pack at pleasure. The *Buffalo* takes 60 female convicts to Sidney, and is expected to load home with timber for Government. She is paid and victualled as a man-of-war, carries a pendant, and sailed on her expedition the 12th May.

I hinted in my last communication the advantages which the noblemen and gentlemen composing the Royal Yacht Club would derive by having a club-house in this garrison. I understand they have offered to rent from Government the Semaphore in High-street, when the signal duties are transferred to the Dock Yard. It is a most desirable situation, there being ample space for reading, billiard, and refreshment rooms, and within eight hours' drive of London. Their yachts can anchor almost within hail: there is but a short distance to pull to them, and boats can land at the wharf adjoining the sally-port at all tides of tide; moreover that landing-place can be exclusively reserved for themselves and friends.

The following mates and midshipmen have passed the mathematical examination for lieutenants of the Royal Navy since those inserted in your April number.

Mr. Henry Croft	Mate	of H. M. ship <i>Malabar</i> .
— Richard Sidney Smith	Mids.	late of H. M. ship <i>Warspite</i> .
— Charles Cudew	Mate	H. M. ship <i>Stag</i> .
— Thomas Hodgkinson	do.	H. M. ship <i>Scout</i> .
— Richard H. Bunbury	Mids.	H. M. ship <i>Victory</i> .
— Philip H. Somerville	} do.	H. M. ship <i>Caledonia</i> .
— Oct. Cumberland		
— Wm. H. Broad	Mate	H. M. cutter <i>Sylvia</i> .

Of course you have heard that Rear-Admiral Gage has hoisted his flag in His Majesty's ship *Donegal*, and succeeded Sir Pulteney Malcolm in the command of the combined squadron in the Downs. The British part of it is further reduced by the removal of the *Conway* and *Larne*, and now consists only of His Majesty's ship *Donegal* and *Talavera* of the line; *Stag* and *Castor* frigates; *Satellite*, *Snake*, and *Scout* sloops. The French division I cannot ascertain exactly. I am glad, however, to know there is an express understanding that an English Admiral shall always command. I apprehend the expense of having a squadron to cruise off the Dutch coast will not be allowed much longer. The embargo is ruinous work to the owners of the Dutch ships already detained, and must be very injurious to the British merchants interested in the trade with Holland. I send you the names of ten vessels which have been sent into this harbour since the Order in Council was issued, authorizing His Majesty's ships and vessels to seize and detain. They are principally from Batavia, and have valuable cargoes. I believe

there are several at Plymouth, Sheerness, in the Thames, and in the French forts.

The Maria	}	Detained by H. M. ship Conway
— Henrietta Clascina		
— Rugersdahl	}	H. M. ship Stag.
— Harmon		
— Gesina	}	H. M. cutter Roebuck.
— Clara Henrietta		
— Jeannette	}	H. M. cutter Sylvia.
— Zennow		
— Indian	}	H. M. ship Vernon.
— Prince of Orange		
	}	H. M. cutter Adder.
	}	H. M. cutter Stork.

There have been a variety of rumours afloat relative to the appointment of Captain of His Majesty's Ships in Ordinary at this port; Captain Lilliearp's time having expired, not less than a dozen captains have been sanguine they are to have it: but it is pretty well ascertained that the Admiralty will not fill up the vacancy, but direct the *Commander* to superintend and perform the office. If this should prove correct, Commander Cumby will most probably remove into the "Prince."

Lord Ebrington's Committee of Inquiry into the Naval and Military appointments of the country has been nominated: it is expected the *Captains* of the Ordinary are the first offices recommended to be abolished. Plymouth and Sheerness will not be vacant for a year or so. The expense saved will probably amount to 1000*l.* a-year for each port: the pay and victualling of a boats' crew, servants, &c., being included therein.

The "City of Waterford," steam-ship, has been here to take volunteers to join the squadron of Don Pedro, and will probably call off Falmouth on her way to Oporto. She is a large and powerful vessel, and has been recently employed on the Irish station. Some naval officers from this neighbourhood go out in her in charge of the men. It is pretty well known that a certain gallant captain will relieve Captain Sartorius in the command of the naval branch of Don Pedro's armament. I believe it is the intention of Don Leon de Ponza, the *nom de guerre* of the said officer, to make a dash at Lisbon, and bring the business to a conclusion very summarily.

Several of the Royal Yacht Club are assembling. Lord Vernon's beautiful brig, "Harlequin," was taken out of dock a few days ago, and is now ready for sea. His lordship is down here. There has been a considerable accession of honorary members recently added to the club. As soon as a list of their names and vessels is published, I will send you a copy.

The military force of this garrison, exclusive of the Royal Artillery and marines, is still composed of the *Depôts* of the 7th Fusiliers, the 12th, 84th, and 86th Regiments. The settled weather has enabled the Commanding-Officers to get their detachments on Southsea Common, almost daily, to exercise and manoeuvre: and it really is delightful to observe the high state of discipline they all are in, and the healthy and effective condition of the officers and men. The 12th, 84th, and 86th, have been inspected by the General of the District (Sir Colin Campbell) and, as was expected, he expressed himself much gratified with their appearance, both in barracks and in the field. I wish I could technically describe the evolutions the several divisions went through, but I must leave that to some of your military friends. At Gosport, the 51st and 94th are doing the duty.

A detachment of marines, consisting of about 250 men and officers, under the command of Lieutenant-Colonel Hornby, will proceed to Milford about the middle of next month, to take the duty of the Dock Yard, and care of the Government property. The "Dragon," a 74 gun-ship, has been fitted as a temporary barrack for their reception. Part of the detachment will go from this division, and the remainder from Chatham. I will furnish you with the names of the officers as soon as I hear who they are.

P.

Devonport, 21st May, 1833.

MR. EDITOR,—The following naval movements have occurred here since my last, viz., on the 22d ultimo:—the Implacable was taken out of dock, and the Agincourt taken in. The Satellite arrived from Portsmouth, and the Jackdaw from Chatham. On the 24th, the Jackdaw sailed for the West Indies, and the Hope, transport, for Guernsey. The Wanderer, transport, sailed on the 25th, having reembarked her troops. The Speedy, cutter, arrived the same day. The Carron and African steamers sailed on the 26th; the former for Portsmouth, and the latter for Falmouth. On the 27th, the Swallow, packet, proceeded for Falmouth, having had a good repair, and a thorough refit. The Caledonia arrived on the 28th, to be paid off and re-commissioned, and was towed into Hamoaze by the Messenger, steamer. The Satellite sailed for the Downs on the 29th, with seamen for the Donogal. The flag of Admiral Sir William Hargood, G.C.B., (blue at the main,) was hoisted on the 1st of May, on board the San Josef, which ship had been paid off the day before, when the flag of Admiral Sir Manley Dixon, K.C.B., was struck, and then re-commissioned by Captain G. T. Falcon: the Master, Purser and Chaplain formerly in the San Josef, have been re-appointed to her; the two former to complete their three years. The customary salute was not fired when Sir William Hargood's flag was hoisted, in consequence of the dangerous illness of Sir Manley Dixon: but this gallant officer has since become convalescent, and has proceeded by easy stages to Exmouth.—On the 2d instant, the Talavera arrived from the eastward; Captain T. Brown, with two of the Lieutenants, and some of the crew, have been removed from her to the Caledonia; and Captain Chetham, C.B. who so gallantly fought the Leander at Algiers, will succeed Captain Brown in the Talavera. The Nimrod arrived from Corunna, on the 3d. On the 8th, the Royalist arrived from Oporto, and the Columbia, steamer, (with specie for Africa) from the river. The Britomart sailed on the 11th, for Africa. The Forte, frigate, was commissioned on the 14th, by Captain W. O. Pell. On the 16th, the Caledonia was paid off, and re-commissioned by Lieutenant Matthias for Captain T. Brown, who waits in the Talavera for his successor. The Mutine, packet, arrived on the same day to be repaired. On the 20th, the Revenge arrived from the West Indies, and the Caledonia was taken into dock.

The dinner given by the Plymouth Naval Club, on the 29th ult., was numerously attended; and although neither of the gallant Admirals, for whom it was more particularly intended, could be present, one being confined by severe indisposition, and the other being unavoidably detained in London, the Hon. Captain Duncan, C.B., with several other guests, including those Officers of the Staff of both Admirals who were on the spot, assisted in sustaining, to a late hour, that conviviality, harmony, and comfort for which this Club is so very deservedly celebrated.

On rambling round the Dock-yard, I learn that it is intended to make some alteration in the Caledonia's spread of canvas; her lower masts are to be lengthened—the main-mast two feet, and the fore and mizen masts something less, which will give more drop to the courses; but she has that quantity less hoist to her top-sails. The topsail-yards will be squarer than before, as the sails will be cut with strait leechees.

The Nimrod, 20, now under refit, is spoken of as a particularly stiff ship, and that an increase of canvas would be desirable. The Nimrod was fitted out at this port about twelve months ago, and then her former establishments of masts and yards are said to have been reduced.

The Ringdove, 16, now building on Captain Symond's plan, will be ready for launching very shortly, and will probably be put into the water early next month.

The Nile, 92, will not be launched in July, as was anticipated; but will be kept upon the stocks until the ensuing spring.

The Tigris, 46, has just finished taking to pieces; her slip is now ready for experiment.

The Forté, 44, Captain W. O. Pell, is fitting to relieve the Blanche in the West Indies. The Forté is fitted with the lightning conductors, introduced into the Navy by our scientific townsman, Mr. W. Snow Harris.

The Mutine, packet, was this morning taken on the graving-slip, and the Revenge is now sailing up Hamoaze.

I must not omit to say that the Caledonia is to be supplied with Mr. Bothway's geer-blocks and slings for lower yards, which, having been severely tried in the Warspite, and found to answer perfectly, it is hoped will be generally adopted; and that their ingenious and assiduous inventor will ultimately obtain his merited reward.

I am, dear Editor, very truly yours,
ALPHA.

Milford Haven, 18th May, 1833.

MR. EDITOR,—Little has occurred at our port worthy of notice since last month's report. The preparations on board of the Dragon hulk, for the reception of the detachment of marines intended to act as a guard for the protection of the dock-yard, are now completed, and the ship has been hauled upon the mud alongside the east wall of the yard. We doubt, after all, whether it would not have proved greater economy to erect a barrack on shore, instead of employing an old 74-gun ship for such a purpose. The expense of repair will necessarily be great; and if the ship had been sold, enough money would have been procured to pay for the erection of a small barrack, to say nothing of the additional comfort conferred upon the officers and privates. A small guard-house is to be built at the dock-yard gates, and marine sentinels will be posted round the different quays, in lieu of the superannuated watchmen hitherto employed. It is expected that the Pembroke detachment of Royal Marines will be commanded by Major Hornby; and they will probably reach their destination early in June.

Preparations are making for launching the Rodney, of 90 guns, and the Forté frigate, which will take place upon the 18th of June, being the anniversary of Wellington's glorious victory at Waterloo.

On the 24th of April sailed from Milford, after an extensive repair, the American brig Mexico, of Kennebunk, Captain Smith, bound to New Orleans. Although this vessel had lain several months under refit at this port, yet on her departure the greatest difficulty was experienced in procuring sufficient seamen to form a crew. It is fit this fact should be known, since it seems to prove that, with our jolly tars, the tide of opinion has turned at last. They no longer appear to hanker after "the land of liberty, where every man may lick his own nigger." A British man-of-war finds now no difficulty in completing her complement within forty-eight hours; while the Mexico, of Kennebunk, bedecked in stars and stripes, boasting of free trade and sailor's rights, creeps out of a British port little more than half manned, and even that half composed of the very scum of a sea-port,— "the cankers of a calm world and a long peace."

The Lords of His Majesty's Treasury, acting upon precedent, have authorized the continuation of the works constructing for His Majesty's post-office steam-packet establishment at Hobb's Point, near Pembroke. Parliament had already sanctioned the commencement of this undertaking; and will doubtless vote without hesitation the sum required to complete the same, so soon as the miscellaneous estimates can be laid before the House of Commons. This packet pier will be entirely finished next spring, and the expense will not exceed the original calculation made by its projector, Colonel Fanshawe of the Royal Engineers, although it has been found necessary, at the suggestion of Captain Savage, to make some alteration in the original plan, by constructing a dock for the packets out of part of the space allotted for the inclined plane of the pier. Owing to these

arrangements, it is conjectured that the whole of the royal packet establishment will be removed from Milford to Hobb's Point, early in the next year. Three diving-bells are now in full operation; the foundation is completed nearly to its whole extent; the granite copings, &c. are expected daily from Cornwall; and the new road to Carmarthen is quite finished, and ready for the running of the royal mail to the station in question.

H. M. revenue cutter *Skylark*, commanded by Lieut. Connor, R.N., is removed from Milford to Mount's Bay station; and H. M. cutter *Dove* is removed from Mount's Bay to Milford station.

H. M. steam-vessel *Messenger* has arrived at Pembroke dock-yard, with a cargo of small spars and other stores for that arsenal, and is to proceed to Cork so soon as she has completed her fuel.

Captain Superintendent Charles Bullen, C.B., left Pembroke Yard on the 15th inst., and proceeded to London on leave of absence.

It is confidently reported that a change is to take place in the naval uniform, when all the red facings are to be abolished and the old white lappels to be restored. Admirals, Captains, and Commanders to wear gold lace upon their full-dress coats as before, retaining the gold-laced blue trousers which are worn at present. A rumour is also in circulation, that officers and men belonging to quarantine establishments are in future to wear a uniform of yellow cloth, faced with black, and black worsted wings on the shoulders, as considerable inconvenience has sometimes arisen from commanders of merchant vessels not being able to distinguish the proper sanitary authorities.

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

The Antidote for the Decay in Timber termed Dry Rot.

MR. EDITOR,—The recent progress of men of genius, science, and energy, in overcoming the difficulties which could not be surmounted in a preceding age, enables us confidently to anticipate, that we shall eventually triumph over the latent evil, dry rot, which has so long presented an insuperable barrier to the wellbeing of our navy, through the means now in our power, by the happy union of our present attainments in the mathematical, mechanical, and chemical arts.

Your valuable Journal being the general harbinger of every essential improvement in the naval department, I am inclined to think that you will be ready to give publicity, with your usual readiness, to a few plain matters-of-fact, showing the present aspect of affairs on this interesting subject.

The notoriety of this pest, which aims a mortal blow as to its injurious tendency to our men-of-war; the heavy expenses of the repairs of the ships, and the loss of the lives of the seamen,—the direful consequences that result from the magnitude of this evil, have been a subject of dismay to the whole nation.

The many unsuccessful attempts to arrest the progress of this malady have naturally created a degree of scepticism as to a favourable result. But time has much to unfold. It may now be stated, on scientific principles, confirmed by experimental facts, that just grounds exist for hoping the eradication of this extensive pest from our navy.

There are three accredited architectural axioms which claim the attention of every master ship-builder: first, that the green gross timber, of which our men-of-war are generally constructed, is inevitably liable to the premature decay, dry rot; secondly, that the cause of dry rot is the fermenta-

tion (and consequent putrefaction) of the sap juices in the timber; and thirdly, that if the timber be well seasoned, so as to divest it of the vicious sap juices, it will not be subject to the dry rot. When the cause of an evil is clearly ascertained, there is good reason to conclude that the remedy approximates.

In communication on this subject, I beg to observe, that there are two persons, with their processes, who appear especially to merit the attention, and who have been for some years past, and continue to be, well deserving the consideration of the Administration, in respect of their operations preparative to cure this disease in our men-of-war.

In order to avoid prolixity, I shall describe, in as concise a manner as I am able, the scheme of each of these competitors for the extirpation of this malignant bane.

Imprimis Mr. Kyan's (of London) experiment consists of a chemical liquid compound, termed corrosive sublimate. He professes to saturate the wood in fourteen days; the timber will be fit for immediate use two months after preparation. In confirmation of the efficacy of his process, he submits the following documents, and states, that in compliance with instructions from the late Comptroller of the Navy, he prepared a piece of English oak, which was, on the 9th of June, 1828, placed for trial in the pit for proving the durability of timber, at his Majesty's dock-yard at Woolwich. In March, 1830, application being made to the Navy Board for inspection, it was deferred as premature,—three years' time of trial being required. When that period had elapsed, an inspection was granted, and the wood was then reported by the respective officers to be sound: the Board having also given Mr. Kyan an opportunity of preparing some other pieces of oak timber. In compliance these specimens were, in August, 1831, inserted in decayed timber, in a frigates and otherwise, at Woolwich. In December, 1831, the following report from the Surveyor of the Navy was made to the Lords of the Admiralty:—

“ 20th Dec. 1831.

“ Mr. Kyan, about three years and a half since, prepared a piece of oak as a preventive to the dry rot. This specimen was put into a capstan hole at Woolwich; after having been there it was found to be sound. This circumstance induced the Navy Board to request Mr. Kyan, in July last, to prepare some other pieces, to be put in such situations in a ship as are the most subject to decay, to be placed in competition with similar pieces of timber, treated according to the present practice in the King's yards. As this gentleman has not explained the nature of his composition, I can give no opinion thereon.

(Signed)

“ R. Sepping.”

“ The Rt. Hon. Sir James Graham, Bart.

Upon Mr. Kyan's further application to the Admiralty on the 31st of Jan. 1832, the following reply was received by him:—

“ Sir,—In reply to your letter of 31st ult. addressed to Sir James Graham, I am commanded to acquaint you, that the Lords Commissioners of the Admiralty will take the subject of your invention into consideration when a report shall be received of the trial in the *Thames*.

“ Admiralty Office, 6th Feb. 1832.” (Signed) “ John Barrow.”

Subsequently, Mr. Kyan states, that in the month of Feb. 1832, these pieces, prepared by him, were found in a perfect state of preservation, whilst the others unprepared had taken the infection - covered with fungus mould.

Dr. Faraday has been analysing and trying experiments to ascertain the qualities of Mr. Kyan's compound. Admitting that he approached the subject with doubt and suspicion, considering, however, its importance, and the incalculable advantages that would arise if the preparation was found to be completely effective, he submitted it to chemical tests, and then asserted that he was perfectly satisfied as to its chemical precision.

It appears that Mr. Kyan has followed Dr. Jenner's mode in vaccination; that as the latter, by eliciting a medium for circulation in the blood, through the minute vessels, and the other organs of the human system, has thereby counteracted the viscidities, and produced the health of the body, so Mr. Kyan, by his liquid composition, pervading and circulating its virtue through all the vessels and orifices in the timber, (a tree being vascular, analogous to human veins,) aims to counteract the morbidity of the sap juices in the wood, and thereby constitute indestructibility to the timber. It is understood that, by his industry and contrivance, tanks, &c. Mr. Kyan has laboured, "*manibus et pedibus*," to elicit clear and convincing proof of the efficiency of his process, and that he now desires official assistance in order to display a public manifestation that he has accomplished the desirable effect, by the strength and virtue of his operation, to prevent the progress of dry rot in the navy.

I now proceed to give you a brief account of Mr. Body's (of Devonport) process. He states it to consist of a chemical, powerful, innocuous menstruum. He professes to season the timber in a very short period, the time he requires being only a few days for his operation; the timber will be fit for immediate use in the course of one week's preparation. In confirmation of the efficacy of his process he submits the following documents, and states, that as long ago as the 1st of Jan. 1824, having previously had the approval of the Navy Board of his specimens and process exhibited before them for their examination at Somerset House, London, they thought proper officially to inform him, in compliance with his request to be furnished with their timber, -

"That they had desired the resident Commissioner of the dock-yard at Plymouth to deliver him, to season after his method for the prevention of dry-rot, half a beam of oak timber, applicable to the orlop-deck of a first-rate ship of war. (Signed) "J. Tucker, R. Sepping, R. Middleton."

"Navy-Office, 1st Jan. 1824."

This was done accordingly: and the timber having undergone his process, was returned to his Majesty's dock-yard. After various surveys and examinations by the respective officers at that place, and sundry letters of inquiries and explanation had been interchanged between the Navy Board and Mr. Body on the occasion, the Navy Board, on the 1st of August, 1825, informed Mr. Body -

"That they had ordered the piece of timber prepared by him to resist the dry rot to be placed in H.M.S. the Windsor Castle, for further trial.

(Signed) "J. Tucker, H. Legge, R. Middleton.

"Navy Office, 1st Aug. 1825."

The Windsor Castle was employed in actual service until about June, 1831, when, upon her return to Plymouth, on Mr. Body's application, the Comptroller of the Navy was pleased to state, in reply to his letter—

"I shall give every attention to Mr. Body's desire with regard to the inspection of the experimental timber in the Windsor Castle; and when the ship is in course of survey, he had better state his wish in a letter to this Board." (Signed) "T. B. Martin."

"Navy Office, 3d June, 1831."

This application was made in course by Mr. Body, and being complied with, you have the result as stated in the Devonport Provincial Paper, dated 23d July, 1831:—

"The Navy Board, having approved of Mr. Body's chemical method of preparing wood to resist the dry rot in 1823, some timber was delivered to Mr. Body to undergo his process, which being executed, it was subsequently placed in H.M.S. Windsor Castle, that its durability might be proved. This vessel is recently returned from active service in the Mediterranean, a station

proverbial with hot climates for producing dry rot. A few days since the timber was examined at this dock-yard by order of the Navy Board. The orlop-beam appeared to be dry, hard, and well seasoned. On opening the deck of the ship above it, there was no appearance of fungus; and on boring into those parts of the beam which usually become first defective, they were found to be free from rottenness. A report has consequently been forwarded to his Majesty's Government, and Mr. Body will probably be allowed a wider scope for the trial of his remedy. The facility with which the timber can be effectually seasoned is a valuable part of this new process."

It appears that Mr. Body has followed the model of Mr. Sineaton, the engineer, who built the present Eddystone Lighthouse at Plymouth. The latter states, that previous to his undertaking, he maturely considered the means employed by nature to give stability in her work: the building is, therefore, modelled in a similar manner to the trunk of an oak tree. The efficiency of this construction has since been proved by its adhesive firmness against the effect of every terrific storm,—like the solid rock on which it stands.

In conformity to these ideas, Mr. Body has chosen to imitate the precise course of nature, and to adopt the mode of extraction produced by the sun's direct rays, in its well seasoning of the timber, whereby the viscid qualities are absorbed out of the wood, thereby rendering the remaining good qualities dry, hard, and durable for service,—an established and well-known fact.

Mr. Body states, that by chemical process, the use of a proper menstruum, he is enabled to render the morbid particles which are in the timber soluble, in part volatile for extrication, and to combine the essential properties and virtues for durability similar to the solar genial influence on the timber—that "*simile agit simile*," an adequate cause produces an adequate effect—that when the largest piece of oak has undergone his process, upon opening the wood for examination, it will be evident that he extracts the viscid sap juices out of the heart (the centre) of the timber, without the least injury being done to the outside of the wood, thereby producing its indestructibility.

Mr. Body has also been recently examined as to the nature and mode of his process by the Committee on Inventions at Somerset House. On approval, Sir Robt. Stopford, the president, was pleased to inform him that he would commend his process to the Admiralty. In consequence, subsequent communications have been made to him, and official inquiries—

"By the direction of the Lords Commissioners of the Admiralty, as to the expense of preparing a piece of timber according to his plan of preventing dry rot, as he proposed to the Committee on Inventions.

"Admiralty, 23d Dec. 1832." (Signed) "John Barrow."

It is understood that Mr. Body solicits official assistance, in order to offer a public demonstration of the accomplishment of his object, and of the power and efficiency of his process for the prevention of dry rot in the navy.

Thus stands the case with these two experimenters. There is ample space at our different dock-yards for both of these professors, should they shine like twin-stars, to illumine our darkened hemisphere, and the sanguine expectations they have raised in our minds be crowned with success. Let it also be remembered, that, conformable to the old adage, "we have two distinct strings to our bow" for the fruition of our hopes, for a happy termination to the struggle with this gigantic foe. By the complete realization of the leading features of either of these schemes, an efficient antidote will be elicited to eradicate this portentous evil out of the navy. From what these individuals have already accomplished and effected at their own expense, as impartially and officially reported by the respective officers of the government, surely we may reasonably hope, as well as expect, that every facility will be officially afforded them—as a clear field, fair play, and an open exhibition of their experiments in practice;

that they may be assisted rapidly and fully to develop the beneficial consequences of their respective pabulums, that the people may no longer be called upon annually to pay the immense sums of money requisite to discharge this baneful expenditure of our naval finances.

I am respectfully, Sir,

Your most obedient, humble servant,

London, 20th April, 1833.

RATIO.

Sir John Moore. •

MR. EDITOR,—In a recent publication by Colonel M'Kinnon, on the Services of the Coldstream Guards, some strong remarks are put forward respecting the military opinions of the late Sir John Moore. If those remarks could have been supported by good argument, they might probably, in some degree, have tended to lessen that high opinion which military men have generally entertained of the professional capacity of that distinguished and much-lamented General. But as some readers often take bold assertions for facts, we consider it due to the memory of so great a man, to bring forward those facts which can prove that the gallant compiler of the History of the Coldstream has been mistaken in his sentiments regarding the opinion of Sir John Moore with reference to the defence of Portugal. By doing so, we feel assured that the gallant Colonel will be grateful for our exertions, as we consider him to be too high-minded to have condescended to bring forward his assertions with the intention of flattering the Duke of Wellington, by attempting to lower the military reputation of a General who perished so heroically in the cause of his country.

With regard to the defence of Portugal, Colonel M'Kinnon observes of *Sir John Moore*, "That what all men but Wellington thought impossible, appeared impossible to him." ••

The gallant Colonel again says, "How far even Sir John Moore was from supposing it to be within the reach of human ability to check an enemy at Lisbon, and to baffle any attempt on that capital." We cannot help conceiving it to be somewhat rash to affirm that Wellington *alone* considered the defence of Portugal possible, and that *all other men* thought it impossible. Had the gallant Colonel but confined his assertions to the opinions of his friends in the Guards*, it might have appeared more just; as, from the history of that period, it appears he might probably have been so far authorized: but any individual attempting to answer for the opinions of *all men*, is decidedly going far beyond what is possible; and we know, that a considerable portion of the British army had considered, at a very early period of the war, that the defence of Portugal was quite possible; *if*, in addition to the presence of an English army, ample supplies of money and arms were furnished to that country, sufficient time and means given to the English General to complete the organization of a regular Portuguese army under English officers, together with his having the supreme authority over all the resources of the kingdom, in addition to the arming of the whole of the peasantry,—with *such assistance*, no doubt was entertained by many in the army of being enabled to defend that country successfully; but "*without such assistance*,"—to use the expressions of the Duke of Wellington,—"*all the expense hitherto incurred would be cast away, and all hopes of defending the country extinguished.*"

That Sir John Moore could have thought the defence of Portugal impossible, with such ample means at his disposal as were considered by the Duke of Wellington absolutely requisite to enable him to undertake it, we can never believe; nor does the letter of Sir John Moore, produced by the gallant Colonel for the purpose of supporting his assertions, tend in the

* See Napier, vol. iii, p. 320.

slightest degree to convince us that Sir John ever held such an opinion. In the first sentence of that letter he declares, "I am not prepared at this moment to answer minutely your Lordship's question *respecting the defence of Portugal*." That a considerable time was required, to answer properly a question of such importance, is evident, from Lord Wellington having taken two months to answer a similar one from Lord Liverpool. Moore asserted, that the frontier of Portugal was not defensible *against a superior force*. Wellington must have entertained a like opinion; as, on Massena's invasion of that country, he did not attempt to defend the frontier. In no part of the above-mentioned letter does Moore intimate that the defence of Portugal was an impossibility. Indeed, from the style of his letter, we are left to infer, that with an efficient native force under his command, he held the defence as quite possible. He observed in that letter, "If the French succeed in Spain, it will be vain to attempt to resist them in Portugal: *the Portuguese are without a military force*."

Lord Wellington also considered the *Portuguese government and army* as the *principals* in the contest for their own independence; and that their *success or failure* must depend principally upon their *own exertions*, and the bravery of their army.

The concluding sentence of the letter of Sir John Moore is so closely connected with every preceding part, that its having been printed in italics is likely to convey an impression to many totally different from the one contemplated by Moore when writing to Lord Castlereagh, at a time when the deplorably defenceless state of Portugal had convinced him that an English force attempting a defence of that country, without the prospect of any aid from its government, and destitute of a military force, would have proved injudicious and unfeeling. Injudicious, because, as a military operation, he had no chance of success; and unfeeling, because the conquest of Portugal in that manner by the French would have rendered it more oppressive to the inhabitants. It is clear that Moore never intended *that sentence* to assert, that, under different circumstances, the defence of Portugal was not to be thought of.

When the English Ministers had determined on the defence of the kingdom of Portugal, they placed at the disposal of Wellington those resources which he had stated as necessary for him to undertake it: 30,000 Portuguese were instantly taken into British pay, and placed under his immediate command.

Lord Wellington observed, "If arms could be supplied to the militia, a gross force of 90,000 men could be calculated upon, exclusive of the armed population and the British army."—"For the regulars, everything that discipline could effect had been done; and they had been armed and equipped, as far as the means of the country would go. The militia had also been improved to the extent which the expense of keeping them embodied would permit."

The British Government having assented to the establishment of the Portuguese force, pledged themselves to an annual subsidy of nearly one million.

In a letter of Sir John Moore's to General M'Kenzie*, we can nowhere discover that he deemed it *impossible* to defend Portugal. In that letter he says, "I have ordered Sir David Baird to fall back on Coruña, re-embark, and proceed to the Tagus,"—(to land in a country which he thought it impossible to defend!!!)

Colonel M'Kinnon's declaration of "How far even Sir John Moore was from supposing it to be within the reach of human ability to *check* an enemy at Lisbon, and to baffle any attempt on that capital," is decidedly not proved by the next paragraph of that letter. Sir John says, "I myself, with the corps which marched from Lisbon, mean to retire by Ciudad Rodrigo or

* Vide Napier.

Almeida; and, by taking up such positions as offer, endeavour to defend for a time the frontier of Portugal, and cover Lisbon; but looking forward that this cannot be done for any considerable time against superior numbers, it becomes necessary for me to give you this notice." And again he says, "It will be right to consider with the Portuguese officers and engineers what points may be immediately strengthened, and what use you can make of the troops with you, to support me in my defence of the frontier." It indeed appears to us clear, that had Moore commanded sufficient means, he would never have hesitated to undertake the defence of Portugal; and moreover, it is not improbable, that he would have fought more than one battle before he retired to cover Lisbon. He never thought that a long defence could be made on the frontier against a superior force, and he declared that Almeida could not stand a siege of ten days. In Lord Wellington's campaign it fell in eight. Had Moore retired through Portugal, his line of retreat would have been exactly the one afterwards adopted by the Duke of Wellington. In the Duke's retreat, the Portuguese peasantry in their own mountains were as useful in their annoyance to the enemy, as Moore had foretold. Sir John finishes his letter by saying, "I am in great want of money, and nothing else will secure the aid of the country."

Lord Wellington said, that "Justice as well as policy required that England should afford pecuniary assistance to the Regency,—without it, nothing could be expected from the Portuguese army."

To check the enemy at Lisbon, and baffle every attempt on that capital, was thought by many, and even of the youngest in that army, as quite possible, with a respectable force; as in a mountainous country, with a broad river on the right flank, the sea on the left, and an army supplied with every thing needful to oppose the enemy, it could not require extraordinary sagacity to discover that, under such circumstances, an enemy might be baffled in his attempt on that capital.

It seems incomprehensible that all men but Wellington should have deemed such a defence of Portugal as impossible, when we recollect that the able work written by General Dumourier on the defence of that kingdom was in the possession of many officers of the English army. In that work, Dumourier not only pointed out the country in the vicinity of Lisbon, as capable of defending that capital, but he even declared that the town of Lisbon itself was capable of offering good defence against an invading army. It is remarkable that not only the line of defence taken by Wellington had been shown in that work as the best one to be taken, but also the plan of the peasantry and inhabitants of the towns being obliged to abandon their homes, was first intimated in that publication. This was part of the plan of Lord Wellington's defence of the country; and, by leaving a desert in his rear, he opposed the greatest difficulties to the progress of the invaders. Dumourier had also pointed out the strength of the position of Busaco.

Colonel M'Kinnon, not satisfied with asserting that General Moore, and all men but Wellington, considered the defence of Portugal as impossible, also says, "that the French generals, to whom every inch of ground was known, held the same opinion." Such an opinion appears remarkable, amongst a set of men who know a little concerning war, and who could not have been ignorant of the contents of Dumourier's work, the author being their countryman, and a distinguished general in the revolutionary war.

Napoleon has observed, that as every circumstance at that period made it apparent that it was not the intention of Wellington to embark, Massena ought not to have advanced beyond Coimbra,—the only mode, under such circumstances, that could enable his army to remain in Portugal.

Colonel M'Kinnon allows that Lord Wellington had plenty of time to prepare his works in the lines before Lisbon which he erected, thinking it a necessary security, as not much confidence could be placed in the Portuguese troops.

Colonel M'Kinnon states, that General Moore's letter to Lord Castle-reagh was written at no very long period before Sir Arthur Wellesley

directed the lines of Torres Vedras to be constructed. Now the date of that letter is *25th November, 1808*; and the date of Lord Wellington's answer to Lord Liverpool, on the defence of Portugal, is *14th November, 1809*.—Twelve months!—rather a considerable period in military operations, and which time had been advantageously employed by Wellington towards effecting the complete organization of the military strength of Portugal.

We trust that we have clearly shown that *all men* did not think differently from Wellington on the defence of Portugal; and it can surely be no reflection on the military talents of the Duke of Wellington that many men of sound sense and military knowledge held the same opinion as himself. We are convinced that Moore would certainly have undertaken the defence of Portugal with proper means; for it is quite clear that, even under circumstances of extreme difficulty, it was his decided intention, had he retired through that country, to have faced the enemy, and checked him in every position, and finally to have covered Lisbon as long as it was requisite for the embarkation of the stores, and until he judged it became indispensable that his small unsupported army should leave the country.

Injudicious praise cannot add to the well-earned and firmly-established fame of the Duke of Wellington; and the more the conduct and opinions of Moore are investigated, the higher will be our admiration of his military skill and noble character.

Colonel McKinnon observes that the desolation occasioned by Massena's invading army can scarcely be conceived. That desolation, on the advance of Massena into Portugal, was caused by the orders of the English General, as a part of the system of defence which he adopted; and by reference to a *Moniteur* of that time, which we suppose to be the same to which Colonel McKinnon refers, we find that it is distinctly stated as having been caused by the English General's orders. Under many circumstances, the best armies have unhappily proved to be cruel and destructive to the inhabitants of a foreign nation. When Massena retired through Portugal, dreadful crimes were committed by the soldiery on the inhabitants; and the enormities of the English, while plundering *their allies* the Spaniards, on the taking of Badajoz and Sebastian from the French, did not in any degree fall short of those committed by the French army, on its retreat from Santarem, against a peasantry who were in *arms against it*.

In concluding, we cannot refrain from noticing a sentence in the Introduction of the gallant Colonel's book, that has already caused some discussion in the military world: and, not being satisfied as to its precise meaning, we shall copy it. It is, that "British troops of the line are seldom, if ever, known to waver in presence of an enemy; the Guards have always kept their station." The troops of the line are not ashamed of acknowledging that they have at times been forced to waver in presence of an enemy, nor have they ever considered it as leaving any stigma on their character. The events of war have caused the bravest troops in every army to do the same, when attempting that which could not be in the power of the boldest soldiery to effect.

The Guards have wavered in presence of an enemy, like other troops, and at least as often, in proportion to the times they were engaged, as the troops of the line. Of so very fine a body of men, we can never suppose that they have any particular reason for being ashamed to confess that they have been known to waver in presence of an enemy; therefore this cannot be the construction intended by the gallant Colonel. We at one time suspected the meaning of "the Guards have always kept their station" to be, that they are always stationary; that is, they have always kept the station of London, of Dublin, and of Windsor. If this should be a wrong interpretation, we hope to find in the next edition of the book that a proper one will be given, as at present we are unable clearly to understand what is intended to be insinuated by such a phrase.

ESPEJA.

London, April, 1833.

Colonel Napier and his Cavalry Critics.

MR. EDITOR—The rather long-winded story of the British cavalry's exploits having apparently come to a conclusion, I will make a few observations upon those parts which have reference to Colonel Napier's history. The styles of the different defenders of the cavalry (although not all of equal merit) are, as one would expect from old officers, those of gentlemen; but in their eagerness to defend their cause, they have all started upon this false assumption—that Colonel Napier, in express terms, condemned the British cavalry, whereas he has merely asserted that, in general estimation, they ranked after the French. Their very eagerness is proof of a consciousness; and indeed one of them acknowledges that the observation is correct in fact, although the opinion, he contends, is ill-founded. I will not harp upon his story of Dick the Waiter, as showing how low this opinion had descended; but had any one asserted that the British infantry were inferior to the French, the reader would have laid the book down with a smile, and from that moment the author would have been neglected as a paradoxical blockhead.

But, Sir, all these defences consist in the relation of certain bold and vigorous actions performed; as if courage alone constituted the excellence of cavalry! No person ever doubted that there were and always will be amongst the British cavalry, men of stout hearts and cool heads, and many of great talents and attainments. No one ever denied that many successful combats were fought by them; but in the knowledge of their duty in the field, the care of their horses, the efficiency of their regiments after long hardships, the knowing *when* to charge, and *where* to stop;—in the movements of great bodies, in the management of their reserves, and sometimes (for the truth must not be suppressed), in the actual charge, they have been thought deficient.

In fine, the general professional acquirements of the British cavalry have been much doubted, and by none more seriously than the most distinguished of their own service, by the Harveys, the Somers Coxs, the Brothertons, the Ponsonbys, &c. That the French and Germans think so is undoubted: so do the British infantry. Such was the opinion of Craufurd, Picton, Pakenham, and other infantry generals of reputation still alive; and we believe we are correct in adding to the list, of the Duke of Wellington himself. To advance, therefore, a series of successful combats, many of them also not very accurately stated, while all the numerous failures, the surprises, and other misfortunes, are kept out of sight, as proof of the general excellence of the cavalry, is as weak as it would be to give the names of many sober men on particular occasions, to prove that soldiers are not a drunken race. But, Sir, I ask these gentlemen, whether, at the end of five years of successful war in the Peninsula, the British cavalry, all chosen men in point of personal appearance, and, with the advantage of superior horses, had acquired any moral ascendancy over the French cavalry? I will not say an ascendancy equal to what the infantry had acquired, but any ascendancy at all? They know it was not so.

As I really have a great respect and esteem for the cavalry, being well aware how many estimable officers it contains, I will not press this matter further; but as one of these writers has indulged us with an amusing story of an impertinent French cavalry officer, I will, in return, tell him an anecdote of a witty English infantry officer, hoping that he will excuse the offence for the sake of the joke:—Hearing some one, in the Peninsula, say that our cavalry were too fond of fine clothing to be good soldiers, he replied, that it offered the means of making them the best in the world. How so?—Dress them in sack-cloth, and give them an inch of lace for every battle they win!

ELIAN. •

Captain Scott and Commander Chamier.

MR. EDITOR,—As I find some of the expressions contained in my letter addressed to the Author of the “Life of a Sailor,” have been deemed unmerited by his friends, allow me once more to encroach upon your pages.

Had the Author met the refutation I offered to his statements upon other grounds than those upon which he entrenched himself, the feelings of his friends would not have been wounded, and I should have been spared the ungrateful and painful task of severely commenting upon the conduct of a brother officer. In reference to the first paragraph of my letter, it was dictated upon these premises:—

The “Life of a Sailor” is presented to the world as the production of a “Captain in the Navy,” and the veracity of the work is formally guaranteed. It was in consequence of the generous credit to be anticipated from this announcement, and from the additional claim a work so seriously supported is presumed to hold upon public opinion, that I was induced either to notice the author, or to put forth a rebuttal to his statements.

The same feeling may be applied to the fourth paragraph, referring to his assumption of the “rank of captain.”

The expression of *meum et tuum* originated in the Author’s own apostrophe, vide page 67, vol. i. I alluded *solely* to the plundering confessed by the Author in defiance of the rigid orders of the Rear Admiral, and to the punishment inflicted by Captain Collin for his misconduct on board the *Arethusa*.

The advice tendered in the tenth paragraph will find its elucidation in vol. ii., pages 186 and 191.

I remain, Mr. Editor,

Your obedient humble Servant,

JAMES SCOTT.

United Service Club,
Pall-Mall, May 25th, 1833.

King’s Packets.

MR. EDITOR,—The loss of so many of his Majesty’s packet brigs, with their crews and passengers, is sufficiently awful to institute a most rigid inquiry. But in order to promote such an inquiry, it may be necessary to furnish the Admiralty with such facts, proceeding from practical men who have served as officers in this description of vessels, as will lead to convince their Lordships of the necessity, and at the same time confute the statements of such amateur sailors and others, who have endeavoured (perhaps through motives of humanity) to lay by a number of useful vessels, without the slightest possibility of gaining the advantage they contemplated.

It is well known, I presume, to every officer who is a seaman, and has served in one of his Majesty’s gun-brigs, that they are good sea-boats and safe vessels under proper management, and in every respect sea-worthy. Having myself served as master nearly three years in his Majesty’s packet-brig *Rinaldo*, I can truly say, without fear of contradiction by her present officers, that a safer or better sea-boat, or more sea-worthy vessel, is seldom to be met with; and I think I may safely presume, after thirty years’ experience in every description of vessel, to venture an opinion on such an important question.

All vessels built for sailing only are necessarily sharp, and few, if any, will carry away their masts, if properly rigged. The consequence is, that in hard squalls or increasing gales of wind, if due attention be wanting, the vessel is laid on her beam-ends, the yards will not come down, the men cannot stand to let go the ropes, the helm is rendered useless. It may

happen that the lee-ports are lashed in, and some of the hatches off;—in a few minutes the vessel sinks. It was my invariable practice, while master of the *Rinaldo*, to shorten sail on my leaving the deck; and having a commander who was generally unwell, I felt the responsibility. The hatches and tarpaulins were always laid on at sunset, unless in warm or tropical climates. The ports were cut in two, and secured by hinges, the upper part lashed in, the lower stopped with a rope-yarn, likely to break with any weight of water, or easily cut, to let the water out. Such precaution I judged necessary, without the least prejudice to the qualities of the vessel. Four small hatchets are allowed, and supposed to be placed conveniently for cutting away in case of necessity.

A question may be asked, what better qualities does a post-office packet possess? I know of none, except the height between decks and hold, which has nothing to do with the present argument, as may be proved by the unfortunate loss of the packet-boat *Calypso*, whose decks were raised, I have been informed, by Sir Thomas Maitland, for better accommodation, when serving as his yacht in the Mediterranean. The gun boats are longer and more beam than the old packets: draught of water (twelve feet) the same: the *Calypso* main-deck rather higher; their sails the same as the old packets in time of war, with the advantage of having several more men to handle them.

In concluding this statement I beg leave to observe, that my sole motive is to support truth and an honest inquiry, not only into the qualifications of the packets, but also the serious consequences they have occasioned, that in future they may be governed as to merit a portion of that honour in his Majesty's service which originally they were entitled to.

I am, Sir,

Your humble servant,

JOHN EASTMAN.

The King's German Legion.

MR. EDITOR. In the Number of your Journal for Sept. last, Major Beamish's History of the King's German Legion is highly commended; and I am disposed to admit, that the favourable opinion expressed of the work is, in general, well merited. Nevertheless, having noticed a few passages, which are calculated to create erroneous impressions on particular points, (especially in claiming *exclusively* for the hussars of the legion the honour of having formed the rear-guard of the army during the retreat of Sir John Moore,) I shall take the liberty of offering a few remarks, which (should you think fit to give them a place in your Correspondence department) may induce the author to rectify mistakes, which are, no doubt, unintentional.

You will find it stated at page 161, that "On the 26th Dec the British cavalry reached *Villalon*, (qu. *Villalon* ?) but left it again at midnight, and the 3d hussars of the legion now became the rear-guard of the army." As neither the retreat of the British, nor the advance of the French, was confined to a *single line of road*? it is incorrect to say that "the British cavalry reached Villalon on the 26th." Major Beamish may be right with reference to B. Gen. Stewart's brigade, of which the 3d hussars formed a part: but Lord Paget, with the 7th, 10th, and 15th hussars, and the horse-artillery, marched on the 26th from *Sahagun* to *Valderas*, where they arrived about 4 P.M. On approaching *Mayorga*, Lord Paget learned that the town was occupied by a body of French cavalry: this force was attacked and routed by two squadrons of the 10th. On the map *Mayorga* is placed nearly half-way betwixt *Villalon* and *Valderas*; it would therefore appear, that the communication of the *rear-guard*, (as Major Beamish designates the hussars of the legion,) with the army was actually cut off, until re-established

by the successful charge of the 10th. The cavalry under Lord Paget did not quit *Valderas* until 10 A.M. on the 27th, the piquets forming the *rear-guard* as far as *Castro Gonzalo* on the *Ezla*, which they reached about 4 P.M. preceded by the *German hussars*.

At page 174 we find, that "before daybreak on the morning of the new year, the 3d hussars were again in march, and that day reached *Ponferrada*. This line of route to *Villafranca* turns that by *Bembibre*, along which the rest of the army proceeded; and so closely did the enemy press the legion regiment, that they could not once venture to unsaddle, and were obliged to keep up a continued skirmish to *Cacabelos*, a small town four miles from *Villafranca*, where they arrived on the 2d, having had seven horses killed, and two men wounded." The 7th, 10th, and 15th left *Astorga* about midnight on the 31st Dec.; and as the enemy advanced both by the *Ponferrada* and *Bembibre* road, the *Germans* could not with propriety be accounted the *rear-guard* of the army. The 15th was halted on the 2d of Jan. two miles short of *Cacabelos*, and remained in *birouac* till the next afternoon, watching a large body of French cavalry, and occasionally skirmishing with the advanced piquets. About 1 P.M. on the 3d, the regiment was obliged to retire before an overwhelming force, and the affair at *Cacabelos* ensued, in which Gen. Colbert was killed; and of which Col. Napier, in the 1st vol. of his *History of the War in Spain*, has given anything but a correct account. As the enemy pressed the hussars of the legion by "a continued skirmish" to *Cacabelos* on the 2d, it seems strange that the communication with the *rear-guard* on the *Bembibre* road should not have been interrupted.

At page 176, Major Beamish says, that "from *Villafranca* the road led over a mountainous country, totally unfitted for the operations of cavalry. The English dragoon regiments were therefore sent on at once to *Lugo*, and the *German hussars alone* retained, to cover the retreat."

And again, at page 177, with reference to the operations at *Lugo*.—"The *German hussars*, now mustering only 220 effective horses, occupied the outposts. The British cavalry, much reduced in efficiency from want of shoes, and other privations, had been already sent on to *Corunna*." Now, in contradiction to these statements, it may be safely asserted, that the 15th hussars were *generally* in the rear, from the commencement of the retreat, until their arrival at *Lugo* on the afternoon of the 5th of January; and the piquet of the regiment was engaged in skirmishing with the enemy's advanced guard the whole way from *Nogales* to *Lugo*, where it rejoined the corps on the 6th. The 15th was called out on the 7th, when Soult attacked the position; and the regiment covered the left flank of our line on the 8th, when Sir John Moore in vain offered battle to his opponents, although (from the causes referred to by Major B.) their number in the field scarcely exceeded that of the 3d *Germans*. When the troops were withdrawn, the left squadron was halted under the walls of *Lugo* until near daybreak on the 9th, and then followed the retreating columns across the *Minho*. These instances may suffice to prove, that *the whole of the British cavalry had not been sent on to Corunna*, as stated by Major Beamish; and that the retreat was *not covered solely* by the hussars of the legion. I might point out other instances, where the author (apparently from a wish to enhance the merits of the corps whose history he compiles) has left himself open to the imputation of withholding from the troops associated with the legion the credit they so amply deserved; but I feel that I have already trespassed too long on your patience, and therefore subscribe myself, Mr. Editor,

Your obedient servant,

AN OLD DRAGOON.

Expediency of Instruction in the Art of Swimming in the United Service.

MR. EDITOR,—You will entitle yourself to the thanks of the Admiralty if you call the attention of the Governors of the Royal Naval College at Portsmouth to their culpable neglect in not instructing the students of that excellent institution in the valuable art of *swimming*.

"If I had boys to educate," says an eminent statesman and philosopher, "I would prefer those schools (other things being equal) where opportunity was afforded for acquiring so valuable an art as that of swimming, which, once learnt, is never forgotten. Again, —There was no branch in the education of youth (says another intelligent writer) to which the ancients, both the Greeks and the Romans, attached more importance than that of *swimming*; inasmuch so, that it was not unusual amongst the latter people to characterise the uneducated by saying, "*neque literas, neque nature didicit.*"

That this accomplishment, notwithstanding the ultra-solicitude of the present generation on subjects of education, should have fallen into utter neglect—that we should abandon entirely to the casual whim of youth an acquirement so valuable to the individual, and so serviceable to the public—is an instance of reprehensible neglect not easily accounted for.

To be unable to preserve our existence, even for a few moments, in an element we are preparing to spend our lives upon, and into which we can scarcely calculate, under ordinary circumstances of good fortune, not to be *often* accidentally plunged, is obviously irreconcilable to reason.

I might assume it as a truism, that the art of swimming is an essential acquirement to *every* man. Napoleon felt this truth so forcibly, that *he* had his soldiers as well as his sailors instructed in the art; and established schools (several of which the writer of this article has visited) for the express purpose of instructing swimmers, and conferring rewards on the most expert practitioners of their art.

It has been absurdly supposed that the youth of our National Naval School will, if left to themselves, *pick up* the art of swimming from each other. This, as a general principle, is a palpable misconception; and, as a fact, it is negatived by experience; for certainly not one boy in every twelve that leaves the Royal Naval College can swim a boat's length. Swimming is altogether a scientific performance, and may be practised by a person possessing sufficient presence of mind, upon unerring principles. I have conversed with several adepts in this art, all of whom concur in opinion that swimming is but a deliberate and courageous application of a certain theory which a sensible and reflecting mind may readily form for itself. Our reasoning powers, however, are seldom matured enough to impress a school-boy with the scientific principles I allude to; and, as is the case in all great schools, the elder students of the Naval College so uniformly bully and terrify their juniors when bathing together, as they are wont to do, that the tranquil essays and experiments indispensable for initiating the tyro in the art of swimming is *utterly* impracticable.

So unerring do I consider the principles upon which the art of swimming might be inculcated, that I am persuaded it might be taught out of the water with such precision and certainty, as to be practised successfully upon the first trial by a steady and self-possessed experimentalist. Druillus, who put the first Roman fleet to sea, it may be remembered, taught his sailors to row upon land; and were it not beside my present purpose, I could readily explain and demonstrate a system by which the art of swimming could be effectually taught out of the element in which the pupil was to practise it.

When the young volunteer leaves the Royal Naval College, and goes afloat, he has but few opportunities afforded to him of acquiring the art of

swimming; and perhaps the earliest that presents itself to him is an accidental upset, or tumble over, from the consequence of which, if he has the good fortune to escape with his life, he learns, for the first time, the true value of the acquirement he neglected to cultivate.

The best practical lecturer on the art of swimming is the *Frog*. The learner should scrutinize *his* movements in a tub of water, and imitate them with the most servile precision, especially noting the harmony with which the frog strikes out and brings home his limbs.

The celebrated Dr. Franklin, I apprehend, is the only English author who has written upon the art of swimming. He has touched upon the subject with pleasantry and good sense. The method he devised of swimming on his back, while impelled by a paper *kite*, will amuse the juvenile reader, to whom I would recommend the perusal of the Doctor's very brief and amusing article. Such importance did this practical philosopher attach to the acquirement of the art of swimming, that I find, in the twentieth volume of the Annual Register, he has written an extremely sensible essay on the subject, entitled "*Useful Hints for Learning to Swim*." Although the author's signature is affixed to this last-mentioned paper, it has been unaccountably omitted in the edition of his works now before me, published in 1802, in two volumes, duodecimo: whether it has been included in the three volume quarto edition, published in 1818, I have not at this moment the means of ascertaining.

In the sixty seventh number of the Quarterly Review, the learner will find the best instructions for acquiring the art of *swimming* that have appeared in the English language. This information is conveyed in reviewing an Italian work on *Swimming*, by Onofrio Bernardi, a Neapolitan canon, who was appointed teacher of the art to the national swimming school of the *Royal Naval Academy* at Naples. The highest eulogium that can be passed upon Bernardi's system of instruction is contained in a Report on this subject, drawn up by a commission appointed for the purpose by the Neapolitan government. The commissioners who devoted an entire month to the examination of Bernardi's theory, report, amongst other results, that Bernardi's *new* system of teaching the art of swimming is sooner learned than the *old* one, to the extent of advancing a pupil, in one *day*, as far as a month's instruction according to the old method.

It appears that Bernardi's pupils, after the tenth or eleventh day's tuition, were able to swim, in the Bay of Naples, a distance of six miles. This performance of Nicola Sciarione, the name of Bernardi's pupil, though very inferior to the feat recorded of the famous Neapolitan diver, (nicknamed *Il Pesce*, or the fish,) who swam, it is alleged, a distance of fifty miles on the coast of Calabria: or to the exploit of the late Lord Byron, who swam across the Hellespont, was nevertheless a surprising instance of the advancement in acquiring a valuable art, a very few days well directed course of instruction could accomplish.

It will be found, upon due inquiry, that an incredible number of lives are continually losing in our navy, by the swamping and upsetting of boats in passing, especially at night, between our ships and the shore. It may be remembered, that within a very recent period, that distinguished naval officer, Sir Joseph Yorke, and an entire boat's crew, all of whom had neglected to acquire the valuable art, the study of which I am recommending, perished within a rope's length of the shore.

I cannot now more beneficially employ the limited space your Journal can afford me for enforcing the wisdom of instructing the youth of our navy in the art of swimming, than by transcribing a few short and sensible observations on the subject, from an article to which I have already adverted.

"We take leave of this subject, expressing a hope that *swimming* may at length be admitted as a regular branch of education in the training of our youth. Dependant as we are, more than any other nation in the circle of

Europe, on the facilities and resources of the ocean which surrounds our coasts, which invites our familiarity, and upon whose fickle bosom so great a portion of the population of these islands pursue their daily course, it is *surprising* that we should have so long suffered ourselves to remain utterly destitute of any regular means of instruction in an art so important. We shall in vain search our numerous sea-ports for one establishment where our sons may be trained to hardihood on an element on which, perhaps, the best years of their lives may have to be passed; and we shall equally in vain search our libraries for one tolerably useful and practical treatise *on the art of swimming*."

I am, Sir, your occasional correspondent,
and obedient servant,

Portsmouth, April, 1833.

JOHN DORY.

ABRIDGED CORRESPONDENCE.

Rank of Lieutenant-Colonel in the Army.—M. suggests the propriety of discontinuing the rank of Lieutenant-Colonel in the Line; he says—"By the present system, the officers of other corps in the usual regimental routine are continually placed over the oldest and most experienced officers of the service."

Uniform.—H. P. in reply to "Miles," who makes inquiry in a former number relative to the Uniform to be worn by Officers on Half-pay, refers to the following Clause of the Adjutant-General's Regulations—"All Officers on Half-pay are ordered to wear the Unattached Uniform."—H. P., in the conclusion of his letter, asks "Why not have *all* regiments of the same arm, cavalry as well as infantry, put *strictly* upon the same footing in *everything*, merely having the difference of facings and numbers?"

Sale of Naval Commissions.—We fear that AN OLD BOY would be attempting rather a young trick in "calling a public meeting to consider the necessity of a petition to the New Parliament to enable old officers to sell their (naval) commissions." We approve the end, but not the means.

Identification of the Ranks of Post Captain and Commander, and Distribution of Naval Half-pay.—PREFECTUS and other Correspondents continue to urge the propriety of "throwing the lists of captains and commanders into one." While the employment of naval officers continues a mere matter of official patronage, the suggestions contained in the letter of Prefectus of the 16th Feb., relative to the increased rates of half-pay, appear to us decidedly objectionable.

Correction of Crime in the Navy.—AN OLD OFFICER dissents from the suggestions of Lieutenant Lister Maw, on this subject contained in our September number, as being, "like polishing shot and rubbing iron stanchions bright as silver," calculated rather to produce discontent and desertion, than the legitimate object of necessary punishment: he, however, fully agrees as to the effect of contemptuous and abusive language on the part of the officer.

Hospital Serjeants.—MEDICUS, after pointing out the inefficiency of the old and worn-out men usually appointed to the situation of Hospital-Serjeant, suggests that this situation be filled by young men of good character, who have served at least five years in medical study, receiving equal rank and pay with the serjeant-major and quartermaster-serjeant, with the title of Medical Serjeant.

Taking of Candy.—If our Correspondent at Sutherland will furnish us with an authentic narrative of the taking of Candy in 1815, we will publish

it; this will go much farther towards the attainment of his object than unsupported statements of the "fatigues," "difficulties," &c., &c., sustained by our troops on that occasion.

Candidates for Commissions.—AN EXPECTANT on the General Commanding-in-Chief's List for a Commission, proposes examinations of the candidates previous to appointment,—those to be first appointed who shall be found best qualified in the theory of the profession.

Relief of Regiments on Foreign Stations.—NESTOR contends for the advantage of always employing ships of war in the transport of troops to foreign stations; also that the comfort and happiness of both men and officers would be consulted, and many valuable lives preserved, by removal from station to station, instead of regiments being fixed in one island during the entire period of their foreign service.

Newtonian Challenge accepted.—LE NOR-KYC, of Inasdale, Liverpool, writes to us thus:—In the United Service Journal, No. 37, dated the 1st December, 1831, is a Challenge given by a CHAMPION of the School of Newton, to "*break a lance*," with any BELIEVER in the divine System.

I accept the Challenge.

I therefore give him this public notice, and beg leave to say, that, at an early period, I intend submitting to him

One Problem for Solution.

Waterloo Medal. Query from a Correspondent.—Is it proper that a Waterloo officer, on full pay, should wear his medal when dressed in his blue surtout? (*i.e.* the undress uniform of the army) — Undoubtedly.—ED.

TO READERS AND CORRESPONDENTS.

C. P. is mistaken in supposing we have overlooked, or underrated, the composition and services of the Commissariat, whether in a general or particular sense. On the contrary, we contemplate the introduction of that subject in a manner which will, doubtless, prove the importance we attach to its efficiency, and our desire, both that it may be rendered as complete as possible in its organization for future service, and that justice may be done to its exertions in the past and trying emergencies of the last war.

We should have had much pleasure in affording G. H. R. the information he requests, had we any knowledge of the matter, with which, however, for obvious reasons, we do not choose to meddle.

"Juvenis" is informed that we purpose making an analysis of the Revised Infantry Movements, as well as those of the Cavalry.

Many communications, which have been received, are unavoidably postponed.

EDITOR'S PORTFOLIO;
OR,
NAVAL AND MILITARY REGISTER.

AFFAIRS AT HOME AND ABROAD.

On Monday, the 14th ultimo, a seditious assemblage of the lowest classes took place in Coldbath-fields, for the avowed purpose of overthrowing the present government, and establishing a National Convention. The absurdity of the project and the character of its supporters might have guaranteed its utter failure; but certain information that many of the desperate vagabonds of whom the meeting was to be composed were to come armed, induced the Home Secretary to denounce the assembly in an informal proclamation, and to direct its dispersion by the police, should it take place. In the execution of this duty, the police were resisted and attacked—one of their number, Robert Culley, was deliberately assassinated—and two others, Serjeant Brookes and Constable Redwood, were dangerously stabbed by desperados carrying revolutionary flags upon pikes.

In the course of this tumult, which passed with great rapidity, a person named Stallwood, described to have been a *labourer*, though lately in the commission of the peace, from which he had been expelled for misconduct, was seen to excite the mob to resistance, and appears to have been instrumental in provoking that violence on their part which led to murder.

A coroner's inquest, composed of persons alike prejudiced and incompetent,—some of them, as Unionists, being virtually confederates of the rioters,—having sat, not upon the body of the murdered man, but upon the police, after some days' exhibition of *ex parte* rancour and hard swearing, brought in a verdict of "Justifiable Homicide." It is needless to add that not one individual in the nation, of sound mind or principles, ascribes to this verdict an atom more weight than it deserves, either in a social, legal, or political sense. As bearing upon the crime committed, it is wholly ineffectual.

The outcry raised upon this occasion by the small shopkeepers, who, with an eye to trade, would barter the substantial protection they more especially derive from the new police establishment for a speculation of bringing grist to the mill per favour of mob courtship, has induced us to inquire carefully into the real facts of an occurrence which has been made the ground of so much malevolent and mischievous abuse of a body hitherto so avowedly exemplary in the discharge of their very difficult duties. The result has been our thorough conviction of the judgment and constitutional feeling with which the operations of the police were planned and directed (under authority) by the commissioners, as well as of the discipline and temper with which the constables acted under very trying circumstances.

As a detailed confirmation of our opinion will, we have no doubt, be adduced in the course of the pending proceedings against the "justifiable" *stabbers* (a reform *à la Macirone* evidently gaining ground amongst the degenerate populace of quondam England), we shall ab-

stain from stating the authenticated particulars upon which we have felt justified in forming an opinion in which we have no doubt the public will hereafter fully coincide. It is sufficient to observe, with regard to the actual conduct of the police, which it is our immediate object to place in its true light, that the party which immediately advanced to arrest the ringleaders of the sedition amounted to but seventy men, supported at a short distance by another division of one hundred; that they proceeded to perform this duty in the most perfect good humour—that not a truncheon was raised till they had been assailed by volleys of stones, and otherwise menaced—that neither women nor children were deliberately struck, nor is it known that any were roughly handled even by accident; but what business had women or children in such a scene? There is also proof that the streets and avenues were not blocked up to bar the escape of the crowd, the front of the police having been actually diminished to facilitate that object in the only locality where egress might have been impeded—that a vast space of open ground, contiguous to the place of meeting, was unoccupied by the police, of whom, though a strong body was wisely collected in the neighbourhood to meet a possible contingency, only a comparatively small portion was employed on the spot. The objects of the Conventionists were significantly announced by the murderous weapons and emblematic flags they bore, as well as by the treasonable language to which they did not scruple to give public utterance.

It would be an unnatural and extravagant assumption to contend that, in no single instance, did a police constable exceed his duty—it may have been the case with a policeman, as it might have been with the bakers and brokers of the mock inquest, or the Stallwood himself, or the profoundest philosopher of the press, under parallel circumstances of irritation and excitement. We simply contend that, as a body, the police and their commissioners did their duty well and truly, and are entitled to the approbation and support of the country.

On the 17th ultimo, the troops stationed in London, consisting of three battalions of foot guards, the 1st and 2d regiments of life guards, with the 17th lancers, from Hounslow, and a detachment of horse artillery from Woolwich, the King's Dragoon Guards keeping the ground, assembled in Hyde Park, for inspection by the Duke of Orleans, eldest son of the reigning sovereign of France, now on a visit to this country. The troops, though few, appeared to advantage. The movements were simply those of parade, if we except an oblique change of position by the cavalry columns, who, from being in line with the infantry, formed diagonally on their right, with great ease and expertness, affording a favourable illustration of the new system, in conformity with which the movement was made.

The Duke of Wellington condescended to march past the royal visiter at the head of his regiment, an honour which the youthful heir expectant of the French throne has had the grace to acknowledge in due terms. The British hero, both on marching past and on quitting the ground, was enthusiastically and significantly cheered by all classes of the vast assemblage.

The Duchess of Berri was delivered of a daughter, at the Castle of Blaye, on the 10th ultimo. Count Hector Lucchesi Palli, of the princes

of Campo Franco, gentleman of the chamber of the King of the Two Sicilies, has been officially announced as the husband of her Royal Highness

A preliminary treaty has been ratified between HOLLAND on the one hand, and GREAT BRITAIN and FRANCE on the other, by which it is stipulated that the embargo shall be removed, and the Scheldt opened, (leaving the question of toll for future decision,) that the garrison of Antwerp shall be sent home, and the armistice between Holland and Belgium be continued till a final settlement be effected, the Scheldt to remain, in the meantime, free,—in short, matters are replaced in *statu quo*, as if the French artillery had never battered Antwerp! The advantages of this Convention manifestly rest with the Dutch, and a definite arrangement may be as remote as ever. BELGIUM is greatly disturbed by the conflicting partisans of the old and new dynasties—the popularity of the former is sensibly gaining ground.

There is still no decisive intelligence from the EAST. A Russian force is encamped opposite Constantinople, where they do duty and manoeuvre in conjunction with the Turkish forces, are much favoured by the Sultan, and are said to be popular. Mahmoud, backed by such allies, will probably assume a firmer tone in his negotiations with Ibrahim, of whose proceedings little is known.

DOM MIGUEL having rejoined his army at Vila Nova, the bombardment of Oporto was renewed, with some vigour and effect on the 14th and 16th of last month. Sartorius had arrived off the Douro on the 20th, with his fleet, and, it was expected, would be successful in the command by Captain Charles Napier, who assumes the appropriate *nom de guerre* of Don Leon Ponce. There is an evident stir on both sides, which may at length lead to decisive operations.

Oporto, May 12th, 1833

The knight, the squire, the beasts that bear him,
Take measures to besiege Old Sarum — MODERN HUDIBRAS

DOM PEDRO, his ministry, and his *lions*, have been busily employed since my last in a busy complot against General Solignac. Military operations were forgotten, to give place to duty intrigues. Dom Pedro became tired of the old general he sent for a few months ago—not because he has disappointed the expectations of those who engaged him, to deprive General Saldanha, or Stubbs, of the opportunity of taking the command of the army, but because he was bold enough to tell H. I. M. that his politics and his ministers were much complained of, both by the army and people. H. I. M., as it becomes a monarch almost so powerful as *Jean Sansterre*, was highly offended, and swore by the Stygian lake to turn away the *meur grognard*. The ministers, of course, set themselves at work. They seduced Solignac's own secretary, a French worthy, expecting to find, in the particular correspondence of that general, something serviceable to their purposes. But Solignac *avente la mine*, and, manoeuvring much better in the cabinet than in the field, fell upon the ministers, surprised H. I. M., and, alas! forced him to play guilty, and surrender upon discretion one of his ministers to save the rest of the gang. It is but justice to remind, that General Stubbs and General Saldanha, so far from approving the baseness of the ministers, refused with indignation the proposals they tendered them, stood by General Solignac, and aided him to obtain public satisfaction.

That was not the only ludicrous scene of the last month. There was, too, a baking of great crosses, commanderies, knighthoods, &c., such as Portugal never saw, though accustomed to see those distinctions, as vulgar and numerous, some years ago, as porters or footmen at London. Dom Pedro, in so abusing the temporary power he had been intrusted with, intended to rally his partisans; but he shot wide from the mark, for it is said that even the Marquis of Palmella refuses a title Dom Pedro *had no authority to give him*.

Sartorius, though justly offended, had the generosity to sacrifice his resentment to the cause of the innocent Queen of Portugal, and trusted voluntarily his claims to the umirage of General Saldanha and Colonel Badcock of the British army. Had Dom Pedro been but polite with Sartorius, all motive of discontent might have ceased; but Dom Pedro is not only silly and inconsequent, but rude. At last he was obliged to replace the Vice-Admiral in the situation he was in before his dismissal, and he sailed to Vigo for provisions.

The *vis inertiae*, as you justly remarked in your last number, never was so apparent as now, on both sides. Solignac, who is largely paid, does not seem to be too anxious to come to the dénouement of this drama: otherwise he should have essayed a *coup-de-main* on the left side of the Douro; and Campbell and St. Lourenço are waiting for the dog-days to set on fire our palisades.

Two regiments of Militia rose in favour of Donna Maria at Figueiras. They expected to be supported by General Solignac: but the *vis inertiae* has prevailed at the head-quarters generally, and they were abandoned to their fate.

The army is in good spirits, and the Portuguese officers are persuaded that they might open their way through the enemy, if Dom Pedro and Solignac were not afraid of abandoning Oporto. The English boys our agents at London have sent us, are, for the most part, in the hospital, on account of the scorching sun they were not accustomed to. So it happened to the division of General Clinton at Lisbon, in the spring of 1827.

I have the honour, &c.,

PORTUENSE.

ROYAL NAVAL SCHOOL.

THE Institution under this denomination held their general meeting on Thursday the 23d ultimo. Admiral the Hon. Sir Robert Stopford, G.C.B., presided, and was supported by Vice-Admiral Sir Edward Codrington, Vice-Admiral Lambert, Rear-Admiral Sir J. Brenton, Captain Jenkin Jones, and other members of the council, besides whom not more than from forty to fifty officers attended the meeting. The report of the council (which has been printed for circulation) was read and confirmed. It enters minutely into the details of the establishment, as lately opened at Alfred Place, Camberwell. The receipts and expenditure of the past year were submitted, with estimates of those for the year ensuing; the latter showing a balance in favour of the School of 154*l.* 15*s.* on the outlay for that period. It appears to us, however, that some items are underrated, and others omitted, in this account. A motion by Sir J. Brenton, relative to the mode in which Dr. Bell's donation should be employed, called forth an amendment from Captain Dickson, which was negatived, and the motion carried.

The regulations for the government and management of the School were also read; these elicited some discussion, and are again to be submitted for confirmation at a meeting convened for the 11th inst., instead of the 6th, as previously announced. Our readers are already aware that a difference of opinion exists between the Council and Captain Dickson, the projector of the School, on the ground that the former have departed from the original

prospectus in some material points. We believe that the views of Captain Dickson are participated in by no inconsiderable portion of the naval service: the council, however, appear quite satisfied with the course they are pursuing, and request but time to realize their expectations. We hope they may succeed, and that the general interests of the Service, as regards this Institution, may yet be reconciled.

HALF-YEARLY PUBLIC EXAMINATIONS AT THE ROYAL MILITARY COLLEGE,
SANDHURST.

THE usual half-yearly public examinations of the officers and gentlemen cadets studying at the Royal Military College, took place on the 16th, 17th, and 18th of May, before a Board of Commissioners, at which there were present, besides General the Hon. Sir Edward Paget, the Governor, and Colonel Sir George Scovell, the Lieutenant-Governor of the Institution,—General Sir W. H. Clinton, Major-Gen. Sir Howard Douglas, Colonel Pasley, of the Royal Engineers, and Major Garvock, Assist. Adj.-General.

The examinations of the gentlemen-cadets occupied the 16th and 17th of May; at the close of which, the following were declared to have completed their qualifications for commissions, and were accordingly recommended by the Commissioners to the General Commanding in Chief, in the order of their acquirements and merit, to receive Enseignes in the Line, without purchase:—

- | | |
|---------------------------------|----------------------------|
| 1. Douglas W. P. Labalmondière. | 8. William Walker. |
| 2. Henry B. F. Dickinson. | 9. William H. H. Anderson. |
| 3. Robert W. M'L. Fraser. | 10. Charles B. M'Carty. |
| 4. Francis J. Thomas. | 11. Samuel B. Hamilton. |
| 5. Henry Bridges. | 12. Henry R. Seymour. |
| 6. William E. James. | 13. Frederick R. Mein. |
| 7. Richard W. Hopkins. | 14. Francis Pyner. |

Gentlemen cadets Labalmondière and Dickinson, having each passed two examinations, and Gentlemen-cadets Fraser, Thomas, Bridges, and James, one examination, beyond the required course, were presented with honorary certificates of approbation.

By the result of the examinations, above forty other young gentlemen were declared to have made various steps towards qualifying themselves for commissions, in those branches of the mathematics which are applicable to military purposes; in permanent and field fortification, and the attack and defence of places: in Latin and general history, and in the modern languages. And sixteen had also, during the half year, completed the course of professional education in military surveying, and twenty-two in the actual construction of intrenchments and saps in the field.

The third day of the Board's sitting was occupied, as usual, with the examinations of the officers studying at the senior department of the College; when Captains R. Rumley, of the 60th Regiment, and R. W. Huey, of the 68th Regiment, after undergoing a satisfactory trial of their acquirements, were presented with certificates of qualification of the first class. Sir Howard Douglas, by whom the examination of these gentlemen was principally conducted, first caused them to investigate several intricate propositions in the higher branches of mathematics; among the applications of which were exhibited some remarkable circumstances concerning the real trajectory of a shot in air. At the conclusion of the mathematical course, were shown several problems connected with mathematical geography and practical astronomy, with the investigations of the trigonometrical formulæ by which numerical results are obtained. In all these subjects Captain Rumley particularly distinguished himself.

In the examination on fortification, after detailing the construction of permanent works, according to the methods of Vauban, Coehorn, and Vormontaigne, and pointing out their respective qualities, a good account was

given of some of the more modern fortifications, particularly of the system proposed and partly executed by the celebrated Carnot. The formation of field-works was next described, and the circumstances were stated in which they are respectively required; such as strengthening positions, forming *têtes-de-pont*, containing the magazines of an army, &c.; and, lastly, on the great model belonging to the Institution, was delivered a spirited description of the attack and defence of fortresses supposed to be countermined; and the interest of this description was heightened by frequent references made to corresponding proceedings in the late siege of the Citadel of Antwerp.

As a test of the qualifications of Captains Rumley and Huey in the sketching of ground, a large survey performed by those officers, in conjunction with Captain Michel, 64th Regiment, Captain Finne, 8th Hussars, and Lieutenant Hutchinson, 74th Regiment, was laid before the Commissioners. This sketch, containing nearly one hundred square miles of country, in Sussex, and embracing Brighton and its environs, displayed great beauty, as well as accuracy of execution.

While the examinations on the 17th and 18th were proceeding in the Board Room, various field-works were traced on the ground in front of the College, by parties both of gentlemen-cadets and officers; the latter under the direction of Major Hutchinson, 76th Regiment, and Captain Townsend, 83d Regiment, as seniors in rank. The works to be traced were selected by Colonel Pasley, and the mode in which the areas and angles were calculated, the lines directed, and the working profiles set up, appeared to receive the approbation of that distinguished engineer.

ABSTRACT OF PARLIAMENTARY PROCEEDINGS CONNECTED WITH THE ARMY AND NAVY.

HOUSE OF COMMONS, FEBRUARY 26, 1833.

Mr. Hume rose to move for a return of the names of all colonels of regiments at present in the service, together with the dates of their appointments and promotions, a statement of their services at home and abroad, what other offices, if any, are held by them, and of all emoluments which they receive. He insisted that, excepting the duty of clothing the regiments, these offices were strictly sinecures. The motion was agreed to.

Mr. T. Attwood presented a petition from the Birmingham Political Union, complaining of the improper interference of the military in elections of Member of Parliament, and calling upon the House to declare all elections, where such interference had taken place, to be null and void. The Honourable Member declared that his observations chiefly related to the borough of Walsall.

Mr. Foster, as Member for Walsall, declared that it was not till an attack had been made on the inn in which the electors in his interest were assembled, by a vast body of men from Birmingham, that the military had been sent for; nor was it till the election had virtually closed that they arrived. Happily they arrived in time to save Walsall from the fate of Bristol.

Mr. Buckingham complained of the interference of the military at Sheffield, where a man on duty for the preservation of the peace had been killed, and several children wounded.

An Honourable Member asserted, that if military interference was justifiable any where it was at Sheffield, for by it the town had been saved.

MARCH 7.

Distribution of the Forces.—Mr. Hume rose to ask the House to order some information of considerable importance. Our army estimates were for 90,000 troops. Now he wished to know in what manner they were distributed, in order to judge of the practicability of reducing them. They were scattered over our possessions, and he did not see why a detailed account should not be laid before the House. The Honourable Member then moved for returns of the distribution of the regular military force in 1833, in England, Scotland, Ireland, and the Colonies, distinguishing the old from the new Colonies.

Lord Althorp hoped the House would do him the justice to give him credit for a readiness to give information whenever it could be done with security to the public service. With regard to the motion of the Honourable Gentleman, it had been made in 1819 and acceded to, and likewise last year. In the interval, however, such information had never been laid before the House, nor, he believed, prior to 1819. Although therefore, there were precedents for the motion of the Honourable Member, it had not been the ordinary custom; and it might be, on some occasions, very undesirable to give public notice of the distribution of our force. It would be extremely inconvenient if it were the habit and practice of the House to call for this information; for if that were the case, it might be very difficult for the Government to resist giving it when it might be dangerous to do so. For this reason, it might be objectionable to accede to the motion in the present session (though this, he admitted, was a trifling objection); but in addition to the objection of making it the permanent practice of the House, he stated, on his responsibility as a Minister, that there were circumstances which rendered it inconvenient to the public service to state the direct distribution of our force, and therefore he was bound to object to the motion of the Honourable Member.

Colonel Davies observed that, when he saw the motion on the paper, he never supposed there could possibly be an objection to it. We were in profound peace, there was no danger of any of our foreign possessions being attacked, and if there was, that was a poor excuse to the House of Commons. If foreign powers wished to know the force of any of our garrisons, they could ascertain it in spite of all our precautions. He wished to know why the information could not be given.

Sir J. Hobhouse said, there was sufficient information before the House already for all purposes of argument on the estimates. The House would never require an account of the distribution of the army abroad, which should be left to the discretion of Government. With colonies spread all over the globe, in the East Indies, and in the West Indies, and in all parts of the world, would it not be the grossest imprudence to call upon the Government to tell what number of regiments were placed in the different parts? It would be doing what the House of Commons ought not to do—exposing this information to the eyes of those whose interest it might be to take advantage of the information. Let it be remembered it was not to the Honourable Member, nor to the Parliament only, for he should be ready to communicate it to the House, but it would be told to all the world what part of the globe our force was distributed.

Mr. O'Connell trusted the House would insist upon the information being given. It would neglect its duty to the public if it did not insist upon it. The House was only able to guess at the expense.

Sir J. Hobhouse said that the amount of expense was given.

Mr. O'Connell.—Yes, the aggregate; but he wished to know the details. The Noble Lord had put it upon his own character.

Lord Althorp observed that he had merely stated upon his responsibility as a Minister, that circumstances rendered it undesirable to give the information.

Mr. O'Connell.—The Noble Lord had said he was not in the habit of withholding information, and that was the reason he (Mr. O'Connell) said he had put it upon his own character. And then the Right Honourable Baronet had said that it was the prerogative of the Crown to distribute the army. Why, who denied it? But it was the duty of that House to curb the prerogative of the Crown, in disposing of the army as it pleased, and to save the expense even of a single drummer or file. Before the House voted one shilling for the army estimates, there should be the fullest information as to where the army was stationed, in order that the House might see if any retrenchment could be made.

An Honourable Member, whose name we knew not, contended that the power of distributing the army ought to be left in the hands of the Government.

Mr. Wynn had never recollected a time when an individual, however strong might be his disapprobation of the measures of Government, upon a Minister stating that the information asked could not be given without material inconvenience to the public service, had not considered the answer as given on the responsibility of the Minister and been satisfied. To call on his Majesty's Ministers to state, under any circumstances, the exact amount of force which it was intended to assign to each particular place would be extremely inconvenient. But it was said, "tell us why it is inconvenient"—one of the most extraordinary questions he had ever heard, for it rendered necessary a disclosure of the very circumstances it was desirable to conceal.

Mr. Bolling opposed the motion.

Mr. Sheil thought the information ought to be produced.

Colonel Torrens objected to the motion.

Captain Dundas was understood to oppose the motion.

Mr. Hume expressed his astonishment at the observations which had fallen from the Noble Lord and the Right Honourable Secretary at War. The House were told that the country might be attacked if the information were to be produced; but, in the name of common sense, by whom was it to be attacked? What Power was suspected of a disposition to attack us? There was nothing in the Speech from the throne to justify the apprehensions of war; and now that he had mentioned the King's Speech, he would observe that the country had been disappointed at finding that it contained no recommendation to reduce the establishments. By and by, when the estimates should be under discussion, if he were to move for a reduction of the army, Ministers would ask him to show how any part of the force could be spared, and yet they refused him the only means by which he would be enabled to do so. He should like to know, for instance, how many troops were maintained at the Ionian Islands, because he might feel it his duty to propose that not a single soldier should be retained there.—(Mr. W. Brougham—"What! not one?")—The Hon. Member was pleased to be merry. Perhaps it was supposed, in Southwark, that the Ionian Islands belonged to this country, but he could assure the Honourable Member that that was not the fact. He should certainly take the sense of the House upon the motion.—("Question.") Oh, yes, they should have questions enough soon. There were some Members of that House who would not suffer observations to be made, or even a question to be asked, without crying "Question," but that would change soon.

Lord Palmerston contended that Ministers were justified in opposing the motion, because the production of the information might be detrimental to the public service. The Honourable Member might found his calculations upon the returns for the last fifteen years.

The Committee then divided, and the numbers were:—

For the motion	23
Against it	201
Majority	178

MARCH 15. *

New Pension Warrant.—The Earl of Darlington wished to know when the Mutiny Bill would be brought forward. His reason for asking was, that he meant to take advantage of the occasion, as the most fitting and convenient for offering some remarks on a Royal warrant, bearing the signature of the Secretary at War, in relation to soldiers' pensions, which had been lately issued, and which, he conceived, contained enactments very prejudicial to the soldiers' interests.

Sir J. Hobhouse hoped to be able to bring forward the Mutiny Bill before the holidays. The warrant to which the Noble Lord had alluded was wholly prospective in its operation, and had not, as he should be able to show at the proper time, been issued without the maturest consideration and the fullest approbation of the military authorities.

MARCH 19.

Garrisons.—Lord Ebrington wished to know whether the Right Honourable Gentleman the Secretary at War could inform him at what period he contemplated laying before the House, those returns which he (Lord Ebrington) had moved for respecting garrisons at home and abroad?

Sir J. Hobhouse said he had written letters to the commanders of the different garrisons, requesting them to forward the desired information, and the returns could not, of course, be made up until the answers to those letters were received. This, he feared, would be some time yet. He took this opportunity of stating to the Honourable Member for Middlesex that it would be out of his power to present the returns moved for by that Honourable Member relative to the profits of colonels of regiments until nearly the end of the Session, because a great number of those officers were residing at great distances abroad.

Lord Ebrington trusted that the returns relative to the garrisons at home would be shortly laid on the table, and gave notice that he would move, on the army estimates being brought under the consideration of the House, that a Select Committee be appointed to inquire into the salaries of the governors and deputy governors of garrisons at home and abroad, with a view to ascertain whether any reduction might be made in them, without detriment to the public service.

STATIONS OF THE BRITISH ARMY.

[Where two places are mentioned, the last-named is that at which the Reserve Companies of the Regiments are stationed.]

- 1st Life Guards—Regent's Park.
 2d ditto—Hyde Park.
 Royal Horse Guards—Windsor.
 1st Dragoon Guards—Brighton.
 2d ditto—Nottingham.
 3d do.—Birmingham.
 4th do.—Cahir.
 5th do.—Dublin.
 6th do.—Dundalk.
 7th do.—Ballincollig.
 1st Dragoons—Dorchester.
 2d do.—York.
 3d do.—Ipswich.
 4th do.—Bombay.
 6th do.—Edinburgh.
 7th Hussars—Hamilton.
 8th do.—Gloucester.
 9th Lancers—Longford.
 10th Hussars—Newbridge.
 11th Light Dragoons—Bengal.
 12th Lancers—Dublin.
 13th Light Dragoons—Madras.
 14th do.—Dublin.
 15th Hussars—Newbridge.
 16th Lancers—Bengal.
 17th do.—Hounslow.
 Grenadier Guards [1st batt.]—Westminster.
 Do. [2d battalion]—Knightsbridge.
 Do. [3d battalion]—Windsor.
 Coldstream Guards [1st batt.]—King's Mews.
 Do. [2d battalion]—Dublin.
 Scotch Fusilier Guards [1st battalion]—The Tower
 Do. [2d battalion]—Portman-street.
 1st Foot [1st battalion]—St. Lucia; Paisley.
 Do. [2d battalion]—Glasgow.
 2d do.—Bombay; Chatham.
 3d do.—Bengal; Chatham.
 4th do.—New South Wales; Chatham.
 5th do.—Gibraltar; Nenagh.
 6th do.—Bombay; Chatham.
 7th do.—Malta; Portsmouth.
 8th do.—Bermuda; Gosport.
 9th do.—Mauritius; Fermoy.
 10th do.—Corfu; Fermoy.
 11th do.—Zante; Brecon.
 12th do.—Gibraltar; Portsmouth.
 13th do.—Bengal; Chatham.
 14th do.—Athlone.
 15th do.—Montreal; Carlisle.
 16th do.—Bengal; Chatham.
 17th do.—New South Wales; Chatham.
 18th do.—Haydock Lodge.
 19th do.—Trinidad; Sunderland.
 20th do.—Bombay; Chatham.
 21st do.—Chatham.
 22d do.—Jamaica; Plymouth.
 23d do.—Gibraltar; Clonmel.
 24th do.—Quebec; Newcastle-on-Tyne.
 25th do.—Demerara; Greenlaw.
 26th do.—Bengal; Chatham.
 27th do.—Castlebar.
 28th do.—Cork.
 29th do.—Mauritius; Cork.
 30th do.—Londonderry.
 31st do.—Bengal; Chatham.
 32d do.—Quebec; Limerick.
 33d do.—Weedon.
 34th do.—New Brunswick; Boyle.
 35th do.—Blackburn.
 36th do.—Antigua; Cork.
 37th do.—Jamaica; Limerick.
 38th do.—Bengal; Chatham.
 39th do.—Madras; Chatham.
 40th do.—Bombay; Chatham.
 41st Foot—Madras; Chatham.
 42d do.—Malta; Greenlaw.
 43d do.—Castle Comer.
 44th do.—Bengal; Chatham.
 45th do.—Madras; Chatham.
 46th do.—At Sea; Chatham.
 47th do.—Newry.
 48th do.—Madras; Chatham.
 49th do.—Bengal; Chatham.
 50th do.—Cork.
 51st do.—Yido; Gosport.
 52d do.—Dublin.
 53d do.—Gibraltar; Hull.
 54th do.—Madras; Chatham.
 55th do.—Madras; Chatham.
 56th do.—Jamaica; Kinsale.
 57th do.—Madras; Chatham.
 58th do.—Ceylon; Buttevant.
 59th do.—Enniskillen.
 60th do. [1st battalion]—Gibraltar; Naas.
 Do. [2d battalion]—Templemore.
 61st do.—Ceylon; Cork.
 62d do.—Madras; Chatham.
 63d do.—New South Wales; Chatham.
 64th do.—Clare Castle.
 65th do.—Barbice; Kinsale.
 66th do.—Kingston, U. C.; Wexford.
 67th do.—Barbadoes; Galway.
 68th do.—Dublin.
 69th do.—St Vincent; Kinsale.
 70th do.—Waterford.
 71st do.—Bermuda; Fort George.
 72d do.—Cape of Good Hope; Perth.
 73d do.—Malta; Jersey.
 74th do.—Dublin.
 75th do.—Cape of Good Hope; Bristol.
 76th do.—Buttevant.
 77th do.—Jamaica; Tralee.
 78th do.—Ceylon; Paisley.
 79th do.—York, Upper Canada; Dundee.
 80th do.—Belfast.
 81st do.—Templemore.
 82d do.—Edinburgh.
 83d do.—Limerick.
 84th do.—Jamaica; Gosport.
 85th do.—Manchester.
 86th do.—Antigua; Portsmouth.
 87th do.—Mauritius; Devonport.
 88th do.—Corfu; Chatham.
 89th do.—Devonport.
 90th do.—Dublin.
 91st do.—Mullingar.
 92d do.—Fermoy.
 93d do.—Barbadoes; Aberdeen.
 94th do.—Malta; Gosport.
 95th do.—Corfu; Sheerness.
 96th do.—Halifax, N. S.; Guernsey.
 97th do.—Ceylon; Fermoy.
 98th do.—Cape of Good Hope; Devonport.
 99th do.—Mauritius; Drogheda.
 Rifle Brigade [1st battalion]—Halifax, N. S.; Chatham.
 Do. [2d battalion]—Corfu; Dover.
 Royal Staff Corps—Hythe.

COLONIAL CORPS.

- 1st West India Regiment—Trinidad.
 2d do.—Bahamas.
 Ceylon Rifle Regiment—Ceylon.
 Cape Mounted Riflemen—Cape of Good Hope
 Royal African Colonial Corps—Sierra Leone.
 Royal Newfoundland and Veteran Companies—Newfoundland.
 Royal Malta Fencibles—Malta.

PAYMASTER GENERAL'S OFFICE.

(ARMY PAY OFFICE.)

An Account showing the Receipts and Expenditure of the Office of the Paymaster-General of the Forces from Jan 1, 1832, to March 31, 1833, for Army Services ; with an Abstract, distinguishing the amount received and paid in that period, on account of Parliamentary Grants for Army Services for the above period, and showing the Balance remaining on March 31, 1833, on such Grants ; likewise the Total Amount received on account of previous years.

ABSTRACT.

General Balance remaining at the Bank of									
England on account of 1831, and prior years		£	s.	d.		£	s.	d.	
		281,	517	5	3				
Add Paid out of Grants 1831 for 1832		144,	149	0	0				
Received in the period of this Account, on account of Grants, 1831		1,345,	236	3	3				
		<hr/>							
		1,770,	902	8	6				
Paid in the period of this Account, for 1831 and prior years		1,498,	254	9	4½				
		<hr/>							
						272,	647	19	1½
Received in this Account for Grants 1832		5,821,	311	8	2				
Do on Account of Extraordinaries more than paid		238,	356	3	5¼				
		<hr/>							
		6,059,	067	11	7½				
Paid in the period of this Ac- } count for Grants 1832 . . }	5,801,	612	10	11					
Paid in 1831 for do	144,	149	0	0					
		<hr/>							
		5,945,	791	10	11				
		<hr/>							
						113,	876	0	8¼
		<hr/>							
						386,	523	19	10
Amount remaining of Grants from Jan 1, 1832, to March 31, 1833 on the latter day						2,025,	092	18	0
		<hr/>							
Total applicable to outstanding demands						2,411,	616	17	10
						TERRICK HAULTAIN, Accountant			
Airny Pay Office, April 25, 1833									

AN Account of Receipts and Expenditure of the Paymaster-General's Office, from
Jan 1, 1832, to March 31, 1833.

RECEIPTS.

Balance of Account on Dec 31, 1831, for 1830	£.	s.	d.	£.	s.	d.
and prior years	206,	105	10	10		
Do to, for 1831	75,	411	14	5		
					281,	517
Received at the Exchequer on account of Army Vote 1831					1,345,	236
Received at do on account of the Votes from Jan 1, 1832, to						3
Much 31, 1833					5,821,	311
Received on account of Extraordinaries	1,504,	287	17	2½	8	2
Deduct, Payments	1,355,	931	13	9½		
					238,	356
					3	5½
Total Receipts					7,686,	421
					0	1½

Services.	Year.	Expended in above period.			Voted for above period.		
		£.	s.	d.	£.	s.	d.
EFFECTIVES.							
For Land Forces....	28	3,914	4	2½			
	29	4,252	11	9			
	30	49,649	15	10½			
	31	719,535	16	8½			
	—	prior years....			777,352	9	1½
	—	current period.			2,267,698	17	2½
Staff.	25	125	5	0			
	26	136	17	6			
	27	45	3	0			
	28	222	4	0			
	29	1,321	10	11			
	30	36,424	0	5			
	31	20,920	16	5			
	—	prior years....			59,195	17	3
	—	current period.			40,564	11	11
Public Departments .	30	1,099	6	2			
	31	13,748	6	5			
	—	prior years....			14,847	12	7
	—	current period.			104,706	5	5
							125,561 19 10
Medicines	30	749	18	1			
	31	3,133	1	11			
	—	prior years....			3,883	0	0
	—	current period.			6,200	0	0
							12,500 0 0
Garrisons.	26	3	5	3			
	29	109	5	10			
	30	4,833	5	10			
	31	7,512	11	5			
	—	prior years....			12,458	8	4
	—	current period.			22,566	8	11
Royal Military College	31	prior years....			2,727	19	3
	—	current period.			3,629	4	11
Ditto Asylum	—	current period.			18,750	0	0
Volunteer Corps . . .	31	prior years....			9,936	4	5
	—	current period.			80,219	0	6
NON-EFFECTIVES.							
Pay of Gen.-Officers.	30	462	15	0			
	31	39,201	8	0			
	—	prior years....			39,664	3	0
	—	current period.			120,434	12	5
							157,200 0 0
Retired Pay, &c. . . .	26	111	7	0			
	29	260	13	0			
	30	260	19	8			
	31	32,365	4	8			
	—	prior years....			32,998	4	4
	—	current period.			32,308	0	2
							113,000 0 0

Expenditure continued.

Services.	Year.	Expended in above period.				Voted for above period.					
		£	s.	d.	£	s.	d.	£	s.	d.	
Half Pay, &c.	18	54	18	0							
	19	109	10	0							
	20	109	16	0							
	21	146	2	0							
	22	182	10	0							
	23	182	10	0							
	24	224	18	4							
	25	164	12	6							
	26	226	19	4							
	27	259	8	6							
	28	575	11	6							
	29	1,100	19	4							
Retired Chaplains	30	5,760	10	10							
	31	257,212	6	3							
	—	prior years....			266,310	12	7				
	—	current period.			570,951	0	5	830,110	9	3	
	—	prior years....			1,000	0	0				
	—	current period.			4,560	0	0	5,194	14	0	
	Commissioner of Musters	—	prior years....			190	16	5			
		—	current period.			615	16	4	794	16	4
	Half-pay to Foreign Officers	29	26	3	0						
		30	175	12	0						
	Allowance to Widows, &c. of do.	31	21,480	16	7						
		—	prior years....			21,682	11	7			
—		current period.			75,359	2	10	96,425	0	0	
—		prior years....			6,000	0	0				
—		current period.			12,100	0	0	14,900	0	0	
Adjutants of Local Militia		28	24	16	0						
		30	19	12	0						
Widows' Pensions		31	4,827	16	0						
		—	prior years....			4,872	4	0			
		—	current period.			11,145	0	0	33,018	14	0
		6	12	11	6						
		12	169	0	0						
	13	4	19	9							
	26	4	18	8							
	27	69	6	5							
	28	271	11	8							
	29	1,421	0	1							
	30	4,453	12	5							
	Compassionate Allowances	31	61,855	18	11						
—		prior years....			68,262	19	5				
—		current period.			119,690	9	4	184,403	0	0	
27		29	0	0							
28		55	0	0							
29		271	0	0							
30		906	0	0							
31		3,306	10	0							
—		prior years....			4,567	10	0				
—		current period.			30,620	10	0	44,349	0	0	

Expenditure continued.

Services.	Year.	Expended in above period.			Voted for above period.		
		£	s.	d.	£	s.	d.
Royal Bounty . . .	29	60	0	0			
	30	282	18	9			
	31	12,324	16	5			
Pensions for Wounds	—	prior years . . .			12,667	15	2
	—	current period .			26,959	14	9
							39,543 0 0
Chelsea Hospital . .	30	336	0	10			
	31	38,375	17	4			
	—	prior years . . .			38,711	18	2
Superan. Allowances	—	current period .			96,757	19	6
	—	prior years . . .			7,325	14	8
	—	current period .			1,657,796	6	5
Exchequer Fees . .	30	578	8	3			
	31	13,184	14	2			
	—	prior years . . .			13,763	2	5
Disembodied Militia	—	current period .			45,362	18	7
	—	prior years . . .			6,927	4	7
	—	current period .			30,463	16	1
Repaid for	29	27	2	0	6,834,806	2	11
	30	94	15	1			
	31	54,858		10			
Reduced Officers of Militia . . .	—	54,980	6	11			
	29	71	0	10			
	—	prior years . . .			54,909	6	1
Commissariat Department . . .	—	current period .			80,155	17	11
	29	64	0	6			
	30	314	0	6			
Extraordinaries . .	31	37,620	15	0			
	—	prior years . . .			37,998	16	0
	—	current period .			63,288	17	0
Balance carried to 1833	—	current period .			228,738	0	4
	—						
	—						
		7,299,897	0	34	7,846,404	6	2
		386,523	19	10			
		£7,686,421	0	14			

Total Receipts brought forward . . . £7,686,421 0 14

TERRICK HAULTAIN, Accountant.

Army Pay Office, April 25, 1833.

ORDNANCE ESTIMATES.

COMPARATIVE ABSTRACT of the Estimate 1833-4 with 1832-3.

	1833-4.	1832-3.	1833-4.	
			MORE.	LESS.
ORDINARY.	£	£	£	£
Civil Establishments (Tower, Pall-Mall, & Dublin)	71,996	77,639	..	5,643
Departments, Woolwich	8,965	9,199	..	234
Salaries at Home Stations	14,919	15,139	..	220
Do at Out Stations in Ireland, & Foreign Stations	26,871	27,375	..	504
Do Bar-Mast., &c. at Home, Abroad, & in Ireland	37,703	37,735	..	32
Master Gunners	5,010	5,088	..	78
Royal Engineers, and Sappers and Miners	80,019	81,535	..	1,516
Royal Regt. of Artillery	277,156	278,364	..	1,108
Horse Artillery, &c.	35,982	36,105	..	123
Field Train	584	1,426	..	642
Medical Establishment	9,866	9,894	..	28
Academical Establishment	Nil.	800	..	800
TOTAL of the ORDINARY	569,071	579,999	..	10,928*
EXTRAORDINARIES.				
Charge for the Superintendence of Ordnance Works & Repairs, Gt. Britain, Ireland, & the Colonies.	35,934	34,029	1,905	—
Ordnance Works & Repairs, & Storekeepers' Expenditure, in Gt. Britain, Ireland, & the Colonies	180,404	(a) 214,018	..	43,614
Charge for the Superintendence of the Building and Repair of Barracks, in Gt. Britain, Ireland, & the Colonies	25,587	27,389	..	1,802
Building and Repair of Barracks, in Gt. Britain, Ireland, and the Colonies	115,084	(b) 176,771	..	61,687
Barrack Masters' Expenditure, Allowances to Barrack Masters, and Lodging Money to Officers in Gt. Britain, Ireland, and the Colonies	65,792	59,480	(c) 6,312	—
Military, Civil, and Barrack Contingencies	129,719	(d) 121,543	(e) 8,176	—
Stores—(Ordnance £27,300 Military Store Branch 55,700)	83,000	(f) 92,976	..	9,976
On Account for Stores, for the year ending May 31, 1833, required for Foreign Works and Repairs, and which will be deducted from the Vote for that Year, in the same way as the Vote of the last is deducted from the Estimate of this Year	20,000	(g) 20,000	—	—
TOTAL of the EXTRAORDINARIES	655,520	756,206	16,393	117,079
				100,686
UNPROVIDED..... (for Services)	23,889	3,612	20,277	—
SUPPERANNUAL	346,564	351,477	..	4,913
EXCHEQUER FEES	2,179	1,520	659	—
RECAPITULATION.				
ORDINARY	569,071	579,999	..	10,928
EXTRAORDINARIES	655,520	756,206	..	100,686
UNPROVIDED	23,889	3,612	20,277	—
SUPPERANNUATED	346,564	351,477	..	4,913
EXCHEQUER FEES	2,179	1,520	659	—
To be Expended	1,597,223	1,692,814	20,936	116,527
Deduct, Credits.				
By Rents, Sale of Old Stores, and unexpended Sums of former Grants } £95,300 }	(i) 142,000	(h) 268,126	..	95,591
By Rent of Canteens, &c. 46,700 }				126,126
TOTAL to be Voted	1,455,223	1,424,688	30,535	..

(a) Including 3,192l for Barbadoes, and 1,046l for St Vincent. Voted in Supplementary Estimate last year. (b) Including 25,387l for Barbadoes, and 1,254l for St Vincent. Voted in Sup. Est. last year. (c) This increase arises from the Lodging Money to Officers who are not accommodated in barracks, being transferred to this Vote in the present Estimate. (d) Including 5,973l for Miscellaneous Barrack Charges. Voted in Supp. Est. last year. (e) This increase arises from the Charge for Postage in Ireland, which was heretofore repaid to the Ordnance by the Postmaster General. (f) Including 34,000l. required for "Ordnance" Stores last year, but not voted; the unexpected Balances on former Grants being sufficient to cover the expense. This sum having been paid, is now added to the amount voted for the other Stores in 1832-3, and a corresponding addition has been made to the Credits of the Department for that year, in order to effect a just comparison Vide Note (h). (g) Voted in Supp. Est. last year. (h) This includes 34,000l. applied to the purchase of Stores last year, and also 46,000l. excess of credit taken last year; the sum realized being 188,000l. only, instead of 234,000l. (i) 46,000l. has been deducted from the Credits of this year, to make good a similar Sum taken in excess in the Credits of last year. Had not this been the case, the Credits of this year would have been 188,000l., instead of 142,000l.

* Less. † Less. ‡ Less to be expended. § Less Credits. ¶ More to be voted.

SCHOOL OF NAVAL ARCHITECTURE, PORTSMOUTH.

A List of the Students of Naval Architecture at present belonging to his Majesty's Dock Yards and Naval Service; showing the Nature and Dates of their respective Appointments, and the Periods when they respectively left the School

NAMES	I left the School	Date of Appointments	Annual Salary	Nature of Appointments
R. Abethell .	31 Dec. 1815	17 Feb. 19	£ 250	Foreman of Yard, Chatham Dock-yard.
		22 July 26	400 & a house	Assistant Master Shipwright, Woolwich, July 1, 1830, transferred
T. Pretious .	— 1816	7 Sept. 27	400 & a house	Master Shipwright, Jamaica.
		26 June 23	250	Foreman of Yard, Portsm
		28 May 30	400 & 50/ rent	Timber and Store Rec, Pembroke
W. Morgan .	— 1817	19 July 22	250	Foreman of Yard, Plym
		23 June 30	400 & a house	Assistant Master Shipwrt. Chatham, Oct 12, 1832, transferred
F. J Laire .	— —	6 Jan 23	250	Foreman of Yard, Chatm
J. Major .	— 1818	27 Oct 24	250	Do do
W Parsons .	— —	10 March 25	250	Do Portsmouth.
S. Read . .	— 1819	— —	250	Do Chatham Jan 22, 1825, transferred
W M P Rice	— —	— —	250	Foreman of Yard, Chatm
J Williams	— —	22 July —	250	Do Portsmouth, July 31 1826, transt
I Watts .	— 1820	27 — —	250	Foreman of Yard, Portsm
H. Chatfield	— —	12 June 28	250	Foreman of Yard, Plym Feb 1, 1830, transt
J. Bennet .	— —	6 Oct 28	250	Foreman of Yard, Portsm
W Henwood	— 1821	1 Feb. 30	250	Foreman of Yard, Portsm June 25, 1830, transt
J P Peake	— —	21 June —	250	Foreman of Yard, Portsm
G Cuthold .	— —	7 Oct 31	250	Foreman of Yard, Plym
J Sheffield .	— —	3 Aug 32	250	Foreman of Yard, Chatham.
J. Allen . .	— 1822	3 Sept —	250	Do Pembroke
A T B Cleave	— —	15 April 31	200	Draughtsman to Surveyor of Navy
J. Owen . .	— 1825	— —	200	Master of Metal Mills at Portsm
T. Lloyd . .	— —	— —	200	Master of Wood Mills at Portsm
		19 Jan. 33, at	250	Inspector of Machinery at Woolwich
A. J Shaw .	29 Aug 29	Plymouth	180	Qualifying themselves in the Dock-yards for Portsmen as vacancies occur
H. Craddock	— —	Portsmouth	180	
J. Hancorn .	— —	Chatham	180	
W R. Lang	— —	Woolwich	180	
J. Large .	17 Sept. —	Chatham	180	

Admiralty, 17th Feb. 1833

W SIMMONS

Admiralty, 28th Feb 1833.

N B—Eligibility to fill the office of Surveyor of the Navy has not, nor can have, any reference to the situations the persons may hold in the Dock-yards; nor are they, or can they be, selected "by virtue of their present rank"

H. F. AMERDOZ, Chief Clerk.

The Number of Students' admitted from the commencement is Forty-one, and the following is a list of those not now in the Service, and therefore not included in the above Account.

Entry.	Name	Discharge
No record of date of entry.	Robt R Catty..	Dismissed.
	Jos Mosberry ..	Died.
	John Pollexfen	Died at Bombay.
	W. H Davidson	Dismissed.
	James Lancey..	
	Thos Stockwell.	Died.
	James Beazley.	
1811: January 1	Wm H. Hartoh	Removed to Sheerness Dock-yard; left the service 1828.
—	C. Bonnycastle .	Ditto to Woolwich Dock-yard, left the service 1824.
—	Wm. Butcher ..	Dismissed from the service, being reported incompetent.
1812: January 1	Geo. Moorsom .	31st December, 1818, to Portsmouth Dock-yard; left the service 1828.
—	Sam. Ritheidon.	Ditto to Plymouth Dock-yard, left the service February, 1820, and now Surveyor in the India service.
1815: January 1	J. C. Doudney.	Died in the school.
1816: January 1	A. F. B Creuze	Removed to Sheerness Dock-yard.
1822: August 19	W. J Barton...	Died at the school 1st Sept, 1828.
—	Geo. Courtney.	Removed to Portsmouth Dock-yard, died 17th Sept, 1832.
—	Charles Webb..	Died at the school, 31st March, 1827.

An Account of the Total Expense incurred by the Public for the Erection and Maintenance of the School of Naval Architecture; stating the Expense and Number of Pupils in each Year respectively.

Years.	Number of Pupils.	Expense in each Year			Remarks
		£.	s.	d.	
1811	12	785	0	0	The expense of the building and furniture is included in these sums
1812	15	1,090	0	0	
1813	19	1,480	0	0	
1814	23	1,820	0	0	
1815	24	2,035	0	0	
1816	24	14,259	0	0	
1817	16	8,943	17	1	
1818	16	2,309	10	11	
1819	14	2,266	10	5	
1820	11	1,652	4	3	
1821	8	1,446	9	11	
1822	12	1,237	4	3	
1823	10	2,344	18	9	
1824	10	1,501	9	7	
1825	10	1,362	18	2	
1826	8	1,515	0	4	
1827	7	1,237	16	6	
1828	6	1,192	10	11	
1829	6	1,145	11	2	
1830	..	928	1	3	
1831	..	579	15	3	
1832	..	444	15	5	

Admiralty, 28th Feb, 1833.

J. T. BRIGGS, Acct.-Gen. of the Navy.

**ABSTRACT of a Return of Commissions in the Army which have been purchased,
and the Pay cancelled, up to April 1, 1833.**

RANKS.	Number of each Rank.	Annual Amount of Half-pay, &c. cancelled.			Amount of Purchase Money paid for each Rank.		
		£	s.	d.	£	s.	d.
Major	1	200	0	0	1,200	0	0
Captains	18	2,357	10	0	16,873	6	8
Captain-Lieutenant	1	54	15	0	330	0	0
Lieutenants	378	27,977	7	6	189,273	8	0
Second Lieutenants	10	511	0	0	3,400	0	0
Ensigns	258	13,429	19	0	88,598	11	4
Cornets	29	1,703	6	8	10,730	0	0
Adjutants	8	565	15	0	3,000	0	0
Paymasters	14	1,733	15	0	12,020	0	0
Quartermasters	21	1,204	10	0	7,550	0	0
Chaplain	1	60	16	8	300	0	0
Assist.-Dep.-Paymaster-General	1	136	17	6	1,100	0	0
Dep. Judge Advocate	1	365	0	0	1,600	0	0
Physician	1	182	10	0	1,000	0	0
Staff Surgeons	8	1,022	0	0	4,710	0	0
Surgeons	11	1,534	10	5	7,589	1	3
Assist. Surgeons	82	5,830	17	6	2,211	11	8
Apothecaries	2	182	10	0	745	0	0
Hospital Assistants	11	401	10	0	1,155	16	8
Veterinary Surgeon	1	100	7	6	678	0	0
Total	857	58,754	17	9	374,064	15	7

The average age of the sellers has been $33\frac{1}{2}$ years; the average annuity, 68*l.* 1*l.* 2*d.*; the value of which, according to the Government Tables, is, at the present price of the funds, 1,130*l.* 10*s.*

The average commuted sum given to each officer has been 436*l.* 9*s.* 7*d.*

The difference, 694*l.* 0*s.* 5*d.*, is the average profit to the public from the measure on each commission purchased.

War Office, April 16.

EDWARD ELLIOT.

PROMOTIONS AND APPOINTMENTS.

NAVY.

PROMOTIONS.

ADMIRALTY, April 24th.

This day, in pursuance of his Majesty's pleasure, Charles Edmund Nugent, Esq. Admiral of the Red, was promoted to the rank of Admiral of the Fleet.

COMMANDERS.

J. Roberts, retired.
M. Foot.
— Ross.

LIEUTENANTS.

F. B. Hankey.
S. Grenfell.
R. Harris.
E. G. Maude.

APPOINTMENTS.

Vice-Admiral Sir Pulteney Malcolm, to be Commander-in-Chief in the Mediterranean, vice Sir Henry Hotham, deceased.

Rear-Admiral W. H. Gage, to be Commander-in-Chief of the North Sea squadron, vice Sir P. Malcolm.

CAPTAINS.

Brown Caledonia.
Cheetham Talavera.
W. O. Pell Forte.
W. Jones (c) Vestal.

COMMANDERS.

R. Lowthian Ord. at Sheerness.
R. W. Oliver Phoenix steamer.
W. Herrington Forte.

LIEUTENANTS.

R. York (flag) San Josef.
M. C. Forster Do.
R. A. Bradshaw Do.
R. Dwyer Ord. Portsmouth.
B. Leary Sema. Barna Hill.
R. Worgan (a) (flag) Britannia.
W. H. Johnstone Do.
J. Earlford Do.
W. T. Griffiths Do.
T. Matthias Caledonia.
T. F. Tracy Do.
— Brown Do.
— Lunn Do.
S. Spencer Matland transp.
N. W. Gifford Volage.
J. A. Legard Do.

E. F. Willis.....Volage.
 H. Eyres.....Forte.
 J. E. Bingham.....Donegal.
 E. Wilson.....Vestal.
 Symonds.....Do.
 Otway.....Do.
 G. Byng.....Vernon.
 C. J. Bosanquet.....Do.
 G. W. Smith.....Phoenix steamer.
 E. E. Owen.....Do.
 — Watson (acting).....Curlew.
 H. H. Bingham.....Larne.
 J. Orlebar.....Do.
 J. B. Emery.....Do. (pro)
 Lord F. J. Russell.....Do.
 F. B. Hankey.....Belvidera.
 A. Bradshaw.....Forte.
 — Sullivan.....Pluto.
 J. G. Raymond.....Lapwing.
 W. Millwaine.....Caledonia.
 C. H. M. Buckle.....Tweed.
 G. Kennedy.....Winchester.
 — Henderson.....Sylla, cutter.
 — Conway (acting).....North Star.
 E. F. Wells.....Forte.

MASTERS.

G. Dawes.....Volage
 T. Peyton.....Caledonia.
 W. Scott.....San Josef.
 J. Yule.....Vestal.

SURGEONS.

T. Crellin.....Volage.
 W. Clarke.....Ordin. Chatham.
 J. Allen.....San Josef.
 — Price.....Neva, conv. ship.
 A. Anderson.....Royal Admiral, do.
 G. Williams.....Vestal.
 F. Clark.....Forte.
 A. Neil.....Phoenix, steamer.
 R. P. Hellyer, M.D. (re up) Caledonia.

ASSISTANT SURGEONS

A. Yeoman.....Columbine
 F. Mansel, M.D.....Huslar
 F. Brennan.....Confiance, steam
 J. W. Le Gaud.....Volage
 — Shea.....Dee
 G. Dunn (sup.).....Victory.
 — Doyle (sup.).....San Josef.
 J. Dunn.....Forte.
 J. Morrison.....Do.
 J. Clarke.....Phoenix, steamer.
 W. Doak.....Vestal.
 W. McAuley.....San Josef.
 J. Wat-on.....Do.

PUSERS.

G. Goodridge.....Forte
 R. Goldin.....Caledonia.
 J. Glendon.....Vestal.
 — Murray.....Ord. Plymouth.
 H. Conbyn.....Volage.
 G. Doubt.....Sparrow.
 T. J. Jessop, Secretary to Admiral Sir W. Hargood.

CHAPLAINS

Rev. C. H. Lethbridge.....San Josef.
 Rev. W. R. Payne (sup.).....Do.
 Rev. H. Salvin.....Caledonia.
 Rev. — Marshall.....Forte.

ROYAL MARINES.

PROMOTIONS.

CAPTAIN.

G. H. Coryton, vice M'Callam.

FIRST LIEUTENANTS.

R. Wright, vice Ogden, drowned.
 J. Fraser, vice M'Leoth, h. p.
 W. Hutton, vice Coryton.

SECOND LIEUTENANT.

Thos Fraser.

APPOINTMENTS.

CAPTAINS

J. Humby.....Ocean
 — Gisbourn.....San Josef.
 — Delacombe.....Caledonia.

FIRST LIEUTENANTS.

E. A. Parker.....Magicienne.

SECOND LIEUTENANTS

F. Fraser.....Magicienne.
 G. Hollinworth.....Forte.
 W. Shoveller.....Do.
 H. F. Minton.....Vestal.
 H. D. Eiskine.....San Josef.
 J. R. Jackson.....Do.

ARMY.

WAR-OFFICE, APRIL 23.

Erratum in the Gazette of 16th inst.—Castle-
 martin Yeomanry Cavalry, for George Augustus
 Hames, Gent. to be Colonel, read George Augustus
 Hames, Gent. &c

APRIL 26!

7th Regt. of Dragoon Guards—Colonel and
 Acting-Adj. H. J. Denny, from the Cavalry
 Depot at Maidstone (Riding Master,) to be
 Colonel, without pay, Assist-Surg. S. Barry,
 M.D. from h. p. of the 5th Royal Vet. Bat. to be
 Assist-Surg. vice W. B. Ross, placed on h. p.
 8th Regt. of Light Drag. Capt. W. T. Tinn,
 from the 86th regt. to be Capt. vice Lyon, who
 exch. Troop Serj. Major J. Reilly, to be Colonel,
 by p. vice Robins, who ret.
 27th Foot—Capt. D. Macdonald, from h. p.
 of 42d regt. to be Capt. vice Freeman, who exch.
 vice the dull.

59th Foot—Ens. A. Macdonald, to be Lieut.
 without p. vice Peake, det. G. N. Heard,
 Gent. to be Ens. vice Macdonald.

86th Foot—Capt. W. Lyon, from 8th Light
 Drag. to be Capt. vice Tinn, who exch.

89th Foot—N. Cowley, Gent. to be Ens. by
 p. vice Poppleton, prom.

Garrisons—Lieut. G. Walsh, from Sheerness,
 to be Fort Major at Duncannon Fort, vice
 Austin, who exch. Lieut. T. Austin, from
 Duncannon Fort, to be Fort Major at Sheerness,
 vice Walsh, who exch.

Memoranda—Assist-Com. General J. Ren-
 dall, has been permitted to resign his com-
 mission.

The name of the Gentleman appointed to the
 32d foot, on the 18th of April, 1833, is John
 Finle Mouny, and not Murray, as stated in the
 Gazette of the 19th April.

The date of Ensign Hast's promotion to a
 Lieutenancy in the 49th foot, is July 19th, 1832,
 and not April 19th, 1833, as stated in the
 Gazette of the 19th inst.

APRIL 30

Royal Waggon Train—Lieut. C. M'Clintock,
 from 88th foot, to be Capt. by p. vice B. Jackson,
 who ret.

68th Foot—Major N. Pringle, from h. p. 31st
 foot, to be Major, vice Damer, whose opp. has
 not taken place.

88th Foot—Ens. G. P. O'Malley, to be Lieut.
 by p. vice M'Clintock, prom. in the Royal Wag.

Train; Gent. Cadet C. Ellison, from Roy. Mil. Coll. to be Ens. by p. vice O'Malley.

Memorandum.—The app. of Ensign Tobin, to the 56th foot, on the 12th inst. was by p.

Royal Sussex Regt. of Militia.—H. W. Bates, Gent. to be Ens.

Royal North Gloucester Militia.—J. G. Welch, Esq. to be Capt. vice Matthews, res.; H. J. White, Gent. to be Lieut. vice Welch, prom.

Royal South Gloucester Militia.—T. Earle, Gent. to be Ens.

Flintshire Yeomanry Cavalry.—P. Mostyn, Gent. to be Cornet.

Lincoln Heath Yeomanry Cavalry.—A. Peacock, Gent. to be Cornet, vice Jarvis, res.

MAY 3.

7th Drag Guards.—Gent. Cadet C. E. Lucas, from the Riding Establishment, to have the rank of Cornet (being Riding-master) without p. vice Denny, whose app. has not taken place.

3d Light Drag.—Lieut. W. W. Congreve, to be Capt. by p. vice McQueen, who ret.; Cornet A. Coghlan, to be Lieut. by p. vice Congreve; C. W. H. Steward, Gent. to be Cornet, by p. vice Coghlan.

17th Light Drag.—Lieut. N. B. F. Shawe, to be Capt. by p. vice Robbins, who ret.; Cornet P. J. West, to be Lieut. by p. vice Shawe; J. Mondani, Gent. to be Cornet, by p. vice West.

8th Foot.—Capt. W. Tudor, from 25th foot, to be Capt. vice Durom, who ret.

14th Foot.—Lieut. J. Grant, to be Capt. without p. vice G. McKee, dec.; Ens. C. Campbell, to be Lieut. vice Grant; Cornet W. Pilsworth, from h. p. 21th Light Drag to be Ens. vice Campbell.

30th Foot.—Ens. J. T. Airey, to be Lieut. by p. vice Bathie, who ret.; A. J. H. Lumsden, Gent. to be Ens. by p. vice Airey.

40th Foot.—H. C. Tyler, Gent. to be Ens. by p. vice Hill, who retires.

48th Foot.—Lieut. W. Codd, to be Capt. without p. vice Roberts, dec.; Ens. H. D. Gibbs, to be Lieut. vice Codd; J. S. Shortt, Gent. to be Ensign, vice Gibbs.

62d Foot.—Lieut. J. O'Meara, to be Capt. without p. vice Pender, dec.; Ens. W. A. Pender, to be Lieut. vice O'Meara; Ens. H. Scott, from h. p. 82d foot, to be Ens. vice Pender.

80th Foot.—Ens. R. Scheberras, to be Lieut. without p. vice Inkson, dec.; E. H. Stubinger, from h. p. 99th foot, to be Ensign, vice Scheberras.

95th Foot.—Assist-Surg. J. D. Grant, from the Staff, to be Assist-Surg. vice Leonard, who exch.

98th Foot.—Lieut. J. S. Lyon, from h. p. 3d Gar Bat., to be Lieut. vice Davies, prom.

Unattached.—Lieut. W. C. Mayne, from 5th foot, to be Capt. by p.

Brevet.—To be Majors in the Army.—Capt. W. Tudor, 8th foot; Capt. T. Fitzgerald, Town-Major of Kingston, Upper Canada.

Hospital Staff.—To be Staff-Assist-Surg. D. Leonard, from 95th foot, vice Grant, who exch.; A. Knox, M.D., vice Buntin, app. to 68th foot.

Memorandum.—The app. of Lieut. A. Stewart, from h. p. 84th foot, to be Lieut. in 13th foot, as stated in the Gazette of 12th October last, has not taken place.

The half-pay of the under mentioned officers has been cancelled from the 3d inst. inclusive, upon their receiving a commuted allowance for their commissions.—Lieut. J. C. V. Molesworth, h. p. unat.; Lieut. J. A. Dennis, h. p. Royal York Rangers; Lieut. W. King, h. p. 1st foot; Major W. Busche, h. p. 2d Hussars King's German Legion; Surg. C. Thompson, h. p. 2d Line

Batt. King's German Legion; Capt. C. Bremer, h. p. 3d Hussars King's German Legion; Capt. E. A. Holtzermann, h. p. 2d Light Inf. Batt. King's German Legion; Capt. C. W. A. E. J. Wynnchen, h. p. 1st Lt. Inf. Batt. King's German Legion; Lieut. W. Gray, h. p. unat.; Second-Lieut. J. J. Gordon, h. p. Bourbonnais; Lieut. R. H. E. White, h. p. 1st foot; Lieut. C. B. Vignoles, h. p. 1st foot; Ens. D. French, h. p. 18th foot; Ens. J. Hodges, h. p. 22d foot; Ens. E. A. Campbell, h. p. 53d foot.

MAY 7.

17th Foot.—Capt. G. Macdonald, from 68th foot, to be Capt. vice Graham, who exch.

68th Foot.—Capt. J. Blood, to be Major, by p. vice Pingle, who ret.; Lieut. R. L. Phipps, to be Capt. by p. vice Blood; Capt. R. Graham, from 17th foot, to be Capt. vice Macdonald, who exch.; Ens. A. Douglas, to be Lieut. by p. vice Phipps; — Mainwaring, Gent. to be Ens. by p. vice Douglas.

MAY 10.

2d Life Guards.—Vet.-Surg. F. C. Cherry, from h. p. Royal Wag. Train, to be Vet.-Surg. vice Field, dec.

2d Drag Guards.—Lieut. J. S. Lyon, from 98th foot, to be Lieut. vice Addison, app. to the 45th foot.

5th Foot.—Capt. W. C. Mayne, from h. p. unat. to be Capt. vice W. Smith who exch. rec. the dit., Ens. J. Woodward, to be Lieut. by p. vice Mayne, prom.; T. Eyre, Gent. to be Ens. by p. vice Woodward.

8th Foot.—Lieut. J. Byron, to be Capt. by p. v. Tudor, who ret.; Ens. E. H. Greathead, to be Lieut. by p. vice Byron; A. Plunkett, Gent. to be Ens. by p. vice Greathead.

14th Foot.—A. Spottiswoode, Gent. to be Ens. by p. vice Pilsworth, who ret.

26th Foot.—A. F. Evans, Gent. to be Ens. by p. vice Savage, who ret.

27th Foot.—Lieut. J. Maclean, to be Capt. by p. vice Macdonald, who ret.; Ens. R. S. C. Neynoe, to be Lieut. by p. vice Macleod; F. D. Vignoles, Gent. to be Ens. by p. vice Neynoe.

34th Foot.—To be Lieuts. by purchase.—Ens. F. P. Glinbs, vice Reed, who ret.; Ens. J. Arnold, vice Newcomen, who ret.

To be Ensigns.—Ens. O. Markham, from 90th regt. vice Glinbs; Gent. Cadet E. Heathcote, from Royal Mil. Coll. by p. vice Arnold.

41st Foot.—A. C. Meik, Gent. to be Ens. by p. vice O'Meara, who ret.

45th Foot.—Lieut. H. R. Addison, from 2d Drag Guards, to be Lieut. vice Stretch, app. to 98th regt.

60th Foot.—Major H. S. Northcote, from h. p. unat. to be Major, vice J. B. Thornhill, who exch.

62d Foot.—Lieut. F. J. Ellis, to be Capt. by p. vice O'Meara, who ret.; Ens. D. S. Cooper, to be Lieut. by p. vice Ellis; A. Macleod, Gent. to be Ens. by p. vice Cooper.

74th Foot.—Capt. C. McClinton, from h. p. Royal Wag. Train, to be Capt. vice Gordon, who exch. rec. the diff.

80th Foot.—M. D. Taylor, Gent. to be Ens. by p. vice Stubinger, who ret.

90th Foot.—Gent. Cadet C. M. Chester, from Royal Mil. Coll. to be Ens. by p. v. Markham, app. to the 34th regt.

98th Foot.—Lieut. B. E. Stretch, from 45th regt. to be Lieut. vice Lyon, app. to 2d Drag Guards.

Unattached.—Lieut. J. Macdowall, from Royal Wag. Train, to be Capt. without p.

Memoranda.—The name of the Lieut. app. to the 70th regt. on the 13th ult. is Johnstone, and not Johnson, as formerly stated.—The half-pay

of Ens. Campbell, 53d foot, was cancelled from 3d May, 1833, as stated in the Gazette of the 3d inst.

OFFICE OF ORDNANCE, MAY 8.

Royal Regt. of Artillery.—Second-Capt. R. Kendall, to be Adj. vice Wright, prom.

3d Regt. of the Duke of Lancaster's Own Militia.—Sir J. Gerard, Bart. to be Major; G. Knox, Gent. to be Lieut.

OFFICE OF ORDNANCE, MAY 13.

Royal Regt. of Artillery.—First-Lieut. H. R. Gillespie, to be Second-Captain, vice Ford, ret. on h. p.; Second-Lieut. N. E. Harrison, to be First-Lieut. vice Gillespie.

Ordnance Medical Department.—R. Templeton, M.D. to be Assist.-Surg. vice Nelson, dec.

Upper Ward and Airdrie Corps of Lanarkshire Yeomanry Cavalry.—A. M. D. Lockhart, Esq. to be Capt.; J. Dickenson, Gent., T. R. Scott, Gent., to be Lieuts.; S. Gray, Gent. to be Cornet.

WAR-OFFICE, MAY 17.

7th Light Drag.—Capt John Earl of Hope- town, from h. p. unat. to be Capt. vice L. II. Bathurst, who exch.

14th Light Drag.—Cornet L. C. Baynton, from h. p. unat. to be Cornet, repaying dif. vice Surtees, dec.

2d Foot.—Lieut. W. H. S. Hadley, from 33d foot, to be Lieut. vice Forbes, who exch.

10th Foot.—Lieut.-Col. J. H. Belli, from h. p. unat. to be Lieut.-Col. vice J. Payler, who exch. rec. dif.

33d Foot.—To be Lieutenants.—Lieut. T. Plunkett, from 35th foot, vice Munton, who exch.; Lieut. M. Forbes, from 2d foot, vice Hadley, who exch.

35th Foot.—Lieut. J. O. Munton, from 33d foot, to be Lieut. vice Plunkett, who exch.

Herts Militia.—C. W. Sutton, Gent. to be Ens. South Herts Yeomanry Cavalry.—The Most Noble the Marquis of Salisbury, to be Lieut.-Col.; Hon. J. W. Grimston, to be Major, vice Marquis of Salisbury, prom.; Hon. E. H. Grimston, to be Capt. vice Lord Grimston, prom.; G. Walker, Gent. to be Lieut. vice E. Griffith, res.; C. Johnstone, Gent. to be Cornet, vice Walker, prom.

Surrey Yeomanry Cavalry.—W. Flockton, Gent. to be Cornet, vice Scovell, prom.

Southern Notts Yeomanry Cavalry.—T. Moore, Esq. to be Major, vice L. Rolleston, res.; G. Robinson, Esq. to be Capt. vice Moore, prom.; O. Davies, Gent. to be Second-Lieut.; W. Rolleston, Gent. to be Cornet.

Warwickshire Yeomanry Cavalry.—W. S. Dugdale, Esq. M.P. to be Capt. vice Dugdale, resigned.

North Lincoln Yeomanry Cavalry.—G. Porter, Gent. to be Surg.

WAR-OFFICE, MAY 24.

8th Light Drag.—Cornet Q. Vivian, to be Lieut. by p. vice ~~C. Vivian~~ ret.

Royal Wagon Train.—Lieut. T. W. Nesham, from Rifle Brigade, to be Capt. by p. vice Burrows, who ret.

10th Foot.—Major W. G. Freer, to be Lieut.-Col. by p. vice Belli, who ret.; Capt. E. Allen, to be Major by p. vice Freer; Lieut. C. L. Strickland, to be Capt. by p. vice Allen; Ens. W. G. D. Nesbitt, to be Lieut. by p. vice Strickland; Ensign A. J. Cane, from 67th foot, to be Ens. vice Nesbitt.

35th Foot.—To be Captains without p.—Lieut. M. M'Innes, vice Park, dec.; Lieut. J. Fraser,

vice M'Innes, whose prom. of Oct. 27, 1832, has been cancelled. To be Lieuts. without p.—Ens. O. G. Perrott, vice M'Innes; Ens. and Adj. A. M'Donald, to have the rank; Ens. J. W. Boyd, vice Perrott, whose prom. of Oct. 27, 1832, has been cancelled. To be Ensign.—Ens. T. Price, from h. p. 34th foot, vice Boyd.

67th Foot.—W. Pillsworth, Gent. to be Ens. by p. vice Cane, app. to 10th foot.

80th Foot.—Lieut. W. H. Christie, to be Capt. by p. vice M'Niven, prom.; Ens. J. Smith, to be Lieut. by p. vice Christie; W. H. Bradford, Gent. to be Ens. by p. vice Smith.

Rifle Brigade.—Second-Lieut. R. W. D. Flammstead, to be First Lieut. by p. vice Nesham, prom. To have the rank of First-Lieut.—Second-Lieut. and Adj. R. Wilbraham; Second-Lieut. and Adj. S. Beckwith. To be Second-Lieut. by p.—R. Viscount Jocelyn, vice Flammstead.

Royal African Colonial Corps.—Lieut. T. Berwick, to be Capt. without p. To be Lieuts. without p.—Ens. A. Findlay and St. L. Beere, and Ens. D. W. Jevens, from Royal Newfoundland Vet. Comp. vice Berwick. To be Ens. without p.—Cornet G. S. Harcourt, from h. p. 9th Light Drag. J. R. Maxwell, Gent. vice Findlay; H. M. Nicoll, Gent. vice Beere.

Royal Newfoundland Vet. Companies.—Ens. J. Masters, from h. p. 89th foot, to be Ens. vice Jervis, prom. in R. A. Colonial Corps.

Unattached.—Capt. T. W. O. M'Niven, from 80th foot, to be Major of Inf. by p.

Memoranda.—The undermentioned officer has been allowed to retire from the service, by the sale of an unat. commission:—Major J. Harwick, h. p. unat.

The app. of Lieut. A. Heddle, from h. p. Roy. African Corps, to be Lieut. in the 55th foot, as stated in the Gazette of the 5th Sept. 1832, has not taken place.

The Christian names of Ens. Plunkett, of the 8th foot, are Anthony Tisdall Sydney Shawe.

The commission of Deputy Assist-Commissary-General W. Cordeaux, has been cancelled from the 3d inst. inclusive, he having accepted a commuted allowance for his half pay.

The commissions for the under mentioned officers have been cancelled from the 24th inst. inclusive, they having accepted commuted allowances for their half-pay:—Capt. G. Nackerhagen, h. p. 2d Lt. Inf. Batt. King's Ger. Legion; Lieut. C. von Windhelm, h. p. 7th Lt. Batt. King's Ger. Legion, Capt. H. C. L. von Borstel, h. p. 1st Lt. Batt. King's Ger. Legion, Lieut. R. H. Symons, h. p. unat., Lieut. T. Pigott, h. p. 104th foot; Lieut. J. Coates, h. p. 104th foot; Lieut. J. Deighton, h. p. 66th foot; Lieut. J. Quilman, h. p. 22d Lt. Drag. Capt. L. Behne, h. p. 2d Lt. Inf. Batt. King's Ger. Legion; Capt. F. von Hugo, h. p. 7th Lt. Batt. King's Ger. Legion; Ens. G. Macdonell, h. p. 58th foot; Ens. J. A. Maxwell, h. p. York Lt. Inf. Volunteers.

The half-pay of the undermentioned officer has been cancelled from the 1st April, 1832, inclusive, he having accepted a commuted allowance for his commission:—Lieut. C. H. Delamain, h. p. York Chasseurs.

Lieut. E. Fairfield, 55th foot, has been allowed to retire from the service, by the sale of an unat. commission.

MAY 24.

The King has been pleased to appoint the following officers of the Irish Militia, to be appointed Aides-de-Camp to his Majesty, for the service of Militia force:—Colonel the Marquis of Ormond, Kilkenny Militia; Col. the Marquis of Thomond, City of Cork Militia.

Cumberland Regt. of Militia.—K. Pennington, Gent. to be Adj. with rank of Capt. East Kent Yeomanry Cavalry.—Sir J. E. Honeywood, Bart. to be Cornet.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

April 18, at Canonteign, the Right Hon. Viscountess Exmouth, of a son
The Lady of Capt. Tyler, R. N., Lt.-Governor of St. Vincent's, of a daughter.
At the Priory, Shoreham, the Lady of Lieut.-Col. Somerset, of a daughter.

April 21, in Devonshire-place, the Lady of Lieut.-Col. White, of a daughter
April 24, in Dublin, the Lady of Capt. Hill, 52d light infantry, of a son.

April 26, in Portugal-street, Grosvenor-square, the Lady of Major-General Solley, of a daughter.
April 30, at Birr Barracks, the Lady of Major Anderson, 50th regt. of a daughter.

May 1, in France, the Lady of Capt. Hayes O'Grady, R. N. of a daughter.
May 2, at Cork, the Lady of Major-General Sir Robert Travers, of a daughter.

At Hawblowline, Cork Harbour, the Lady of Dr. King, Surgeon of the Naval Hospital, of a son.

May 3, at Dunollie, the Lady of Capt. John Mac Dougall, of Mac Dougall, R. N. of a son
At Beverley, Yorkshire, the Lady of Lieut. Cluvel, R. N. of a son.

At the Royal Artillery Barracks, Portsmouth, the Lady of Thomas Seaton, Esq., Surgeon of that corps, of a son
At Stoke, the Lady of T. Shank, Esq., Purser, R. N. of a son

At Bideford, the Lady of Lieut. Jackson, R. N. of a son.
At Bohnin, the Lady of Lieut. Liddell, R. N. of a son

At Southsea, the Lady of Lieut. D. Farrant, Royal Marine Artillery, of twins, a son and daughter.
May 4, at Moffatt, the Lady of Capt. Wm Hope Johnstone, of a daughter.

May 6, at Devon Cottage, Isle of Wight, the Lady of Lieut. Brouncker, R. N. of a son

May 8, at Dovey, the Lady of Lieut. Whitmore, of a daughter.
May 9, at Buttvant Barracks, the Lady of Major John Clarke, commanding 76th regiment, of a daughter.

May 12, at the residence of her mother, in Bath, the Lady of James Dawn, Esq., 8th Royal Irish Hussars, of a daughter.

May 15, at Carisbrook, Isle of Wight, the Lady of Lieut. Thos. Hewett, of a daughter.

May 19th, at Worthing, the Lady of Capt. Fraser, R. N. of a daughter.

May 20, at Haverfield Lodge, Great Missenden, the Lady of Thomas Backhouse, Esq. late Major 47th regiment, of a son and heir.

MARRIAGES.

At the Cape of Good Hope, Lieut. Hart, 49th regt. to Frances Allen, fourth daughter of the Rev. Dr. H. Oke.

April 15, at Tenby, Capt. Francis Buce, R. N. to Elizabeth, daughter of John Middleton, Esq. of Clifon.

At Ballyboy Church, King's County, Capt. G. Bartley, Paymaster 50th regt. to Kate, eldest daughter of Lieut. Thomas Freer, Quartermaster of the same regt.

By special licence, at Sir Harcourt Lees' Marine Villa, Black Rock, Dublin, by the Venerable the Archbishop of Kildare, John Meiklam, Esq. late of the 9th Lancers, to Mary Sophia, eldest daughter of the Rev. Sir Harcourt Lees, Bart.

At Thillad Church, county Antrim, Lieut. Ed. Aldrich, R.E. to Mary, only daughter of Wm. Chaine, Esq. of Ballycraig, county Antrim.

Capt. Henry Conn, R. N. of Trenick, near Tmro, to Miss Newport.

Lieut. Pittman, R. N. aged 72, to Anne, aged 23 years, daughter of Mr. Wm. Abraham, Landing Waiter at the port of Liverpool.

May 2, at Ash, Kent, John Winter Hope, Esq. R. N. to Sarah, youngest daughter of the late John Newman, Esq.

At Falmouth, W. S. Dicken, Esq. of the Hon. East India Company's Bengal Service, to Catherine Lamb, youngest daughter of the late Capt. J. L. Popham, R. N.

Assist.-Surgeon Chartres, H. M. S. Conway, to Elizabeth, the third daughter of Capt. Herriott, R. M.

At Barnstable, Lieut. Richard H. S. Pearse, R. N. to Mary, the only child of Samuel Bremridge, Esq. of that town.

At Lantwit Major, Glamorganshire, Lieut. Robert Kearsley Dawson, R.E. to Anna Maria, second daughter of the Rev. Robert Nicholl, of Dimland-house, in the same county.

At Littleham, Lieut. Isaac Burch, R. N. to Mary, daughter of the late C. H. Jervoise, Esq.

At Sidmouth, Lieut. Theophilus L. Jenkins, 5th regt. to Margaret, third daughter of Lieut.-General Walker

At Belcarra Church, George Thompson, Esq. Quartermaster 27th regt. to Eliza, youngest daughter of the late Lieut. Masterman, R. N.

May 13, at St. Mary's Church, Bryanston-square, Lieut. Chas. R. Dashwood, R. N. eldest son of Rear Admiral Sir Chas. Dashwood, and nephew of the late Lord Kinsale, to Julia, eldest daughter of J. E. Hovenden, Esq. of Gloucester place, Portman-square.

May 16th, at St. Margaret's, Rochester, Francis James Saumarez Savage, Esq. youngest son of Col. Sir John Hoscawen Savage, C.B. and K.C.H. to Susannah Jane, youngest dau. of the late Rev. Wm. Eveleigh, L.L.B. Vicar of Lamberhurst and Aylesford, in the county of Kent.

May 21, at St. Andrew's Church, Hertford, George Farbury, Esq. to Mary Ann Joanna, the only daughter of the late Edward Ellis, Esq. of this town.

DEATHS.

LIEUTENANT-COLONELS.

Oct. 22, Ogilvie, 46th foot, Secunderabad, Madras

— Adam Peebles, formerly of 9th foot.

MAJOR.

Nov. 1, 1831, Baile, h. p. R. M.

CAPTAINS.

Sept. 24, 1832, McConchey, 16th Light Drag. at Cawnpore, Bengal

May 29, 1832, Lely, h. p. R. M.

Jan. 26, Short, R. M.

— Lunn, h. p. 104th foot.

March 27, Carroll, h. p. Portuguese Service.

March 30, Murdoch, h. p. 56th foot.

April 12, Rutherford, of late 11th Vet. Batt. Jedburgh, North Britain.

ADJUTANTS-GENERAL.

Oct. 20, 1832, Cates, 20th foot, Belgium, Bombay.

— Robinson, 26th foot.

July 18, 1832, Macnamara, 49th foot, Berhampore, Bengal.

— Aubin, 57th foot.

April 11, Peake, 59th foot, Enniskillen.

Feb. 1, Heatley, Royal Eng. Lisbon.

Feb. 19, Gray, R. M.

April 23, Reid, ret. f. p. Inv. Art. Woolwich.

Jan. 26, Brownlie, of late Art. Driv., Musselburgh.

— Gilbert, h. p. R.M.
Feb. 1, John Pearce, ditto.
Oct. 4, 1832, King, ditto.
— Martin, ditto.
Dec. 1832, Greenwood, ditto.
March 7, Harries, ditto.
March 14, Sharp, h. p. 72d foot.
— Scott, h. p. 66th foot, Barr. Master at Ballincollig.
Nov. 17, 1832, Stevenson, h. p. 99th foot, Canada.
April 4, 1833, Shea, h. p. 4th Line King's Ger. Legion.

CORNET, ENSIGNS, AND SECOND-LIEUTENANTS.
March 13, Johnson, 7th Dr Gds., Ballincollig.
— M'Cay, h. p. 27th foot.
March 31, Ralph, late of Vet Cos., Chatham.
March 24, Ella, late 2d R. Vet. Batt.
Dec. 18, 1832, Leutenring, h. p. Bruns. Inf.
April 11, Johnston, h. p. R.M.

PAYMASTERS.
Nov. 22, 1832, M'Gregor, h. p. 5th Gar. Batt. Panama.

April 4, Anderson, h. p. 95th foot
QUARTER-MASTERS
Oct. 7, 1832, Rowen, 16th foot, Chinsurah, Bengal.
March 17, Heatley, late of Staff Corps.

MEDICAL DEPARTMENT.
Vet. Surg. Field, 2d Inf. Gds.
March 14, Assist.-Surg. Nelson, Ord. Med. Dep., Halifax, N. S.
March 18, Staff-Surg. Jarvis, h. p. Margate.
March 31, ———— Williamson, h. p. Banff, N. B.

Jan. 25, ———— Caldwell, h. p.
April 16th, Surg. Young, h. p. 10th foot, St. Hilier's, Jersey.

CHAPLAINS' DEPARTMENT,
Rev. Hoiaze Parker, h. p.

Nov. 28th, at Canton, Lieut. J. W. Phillips, R.N., Captain of the private ship Elizabeth
Dec. 22, at Shalapor, in the East Indies, Lieut. Robert Davison Mackenzie, of the 1st regt of Native cavalry.

Jan. 2d, of a wound received on the preceding day, while on service against the Chowars near Baudce, Lieut. R. H. Turnbull, Adjutant of the 24th regt N. I.

April 19th, at Malta, Vice-Admiral Hon. Sir H. Hotham, K. C. B. G. C. St. M. & G., Commander-in-Chief of the Mediterranean station, aged 57.

Off Tripoli, by the upsetting of a boat of H.M.S. Belvidera. Lieut. Geo. M. Garrett, R.N. and First Lieut. Robert Ogden, R.M.

April 20th, at his house in Devonshire-place, died Colonel John Baillie, Hon. East India Company's Service, in the 61st year of his age. In November, 1791, this officer arrived in India, having been appointed to a cadetship on the Bengal Establishment in the preceding year. In 1797 he was employed by Lord Teignmouth to translate from the Arabic language an eminent work on the Mahomedan law, compiled by Sir William Jones; and on the first formation of the College of Fort William, about 1800, he was appointed Professor of the Arabic and Persian languages, and of Mahomedan law, in that institution.

Soon after the commencement of the war with the confederated Mahratta chieftains, Captain Baillie offered his services as a volunteer in the field, and proceeded to join the army then employed in the siege of Agra. At that time the precarious situation of affairs in the province of Bundelcund requiring the superintendence of an officer qualified by talents and abilities to conduct the various important and difficult political negotiations on which

depended the establishment of the British authority in that province, the Commander-in-Chief, with the approbation of government, selected Captain Baillie for the conduct of that arduous duty, and he continued to discharge the same from 1803 to 1807.

The original object of the British government, as connected with the general operations of the war, was to establish its authority, in the name of the Peishwa, over that portion of the province of Bundelcund the command of which was necessary for the protection of our own territories against the hostile attempts of the enemy, who, at an early period, projected the invasion of our western provinces, by the aid of the chieftains possessing military power in Bundelcund. The prosecution of this object placed the Nabob Shumshere Behader (who, under a commission issued by Amrut Rao, when seated on the musnud of Poona by Jeswant Rao Holkar, had proceeded to occupy the province of Bundelcund) in a state of enmity to the British power. The cause of Shumshere Behader was supported by the Rann of Culpee, and other chieftains of the province, whilst, with a view to counteract this combination, the descendants of the ancient chiefs of Bundelcund were encouraged to employ their exertions in recovering the possessions wrested from them by the arms of Alee Behader, the father and predecessor of Shumshere. The latter chieftain had been defeated, but not subdued, and it was deemed expedient, with a view to the accomplishment of our political objects in Bundelcund, to establish the influence of the British government by conciliation rather than by hostility. The transfer of a larger proportion of the Peishwa's nominal possessions in Bundelcund, which occurred shortly after Captain Baillie's mission, gave the Company a more direct interest in the province, and rendered necessary the occupation of most of the territories which the Bundelch chiefs had been encouraged to seize.

To combine with the establishment of the Company's authority over the lands ceded by the Peishwa, the conciliation of the chiefs who were to be deprived of them, at a time when the British government were engaged in a contest with the Mahratta power, and when the province of Bundelcund was menaced with foreign invasion and disturbed by internal contention, became a duty of the most arduous and difficult nature, requiring the exertion of eminent talents, firmness and temper, and address. It was connected also with the duty of superintending and directing the operations both of the troops of the British government, and of the auxiliaries, under the command of Rajah Hummut Behader, for the support of which, lands, of the estimated produce of twenty lacs of rupees per annum, had been assigned. It embraced the reduction of the power and influence of Hummut Behader, and the native chiefs of Bundelcund, without weakening their attachment or hazarding their revolt; and the establishment of the British civil power and the collection of revenue in the province, under all the disadvantages of impending invasion, and the desultory operations of numerous bands of predatory troops. Within the short space of three months, these objects were accomplished by Captain Baillie; and when, in May and June, 1804, the regular force retreated on the invasion of the province by the troops of Amee Khan, and when the utmost disorder was apprehended, in consequence of the decease of Hummut Behader, the British authority in Bundelcund was alone preserved by the fortitude, ability, and influence of Captain Baillie. Even at that crisis of distress and danger, he was enabled to frame an arrangement with regard to the lands

granted to Jaidad, for the support of the late Hummut Behader's troops, which laid the foundation of their ultimate transfer to the British government.

Subsequently the services of Captain Baillie were continued in his capacity of a member of the commission appointed, in July, 1804, for the administration of the affairs of Bundelcund; and the introduction of the regular civil and judicial system into that portion of the province which had been subjected to the British authority, principally by the means of Captain Baillie's exertions, admitted his return to the Presidency in July, 1805.

Notwithstanding the various arrangements concluded by this officer, much remained to be accomplished for the complete establishment of the Company's rights in Bundelcund. Of the territory ceded by the Peshwa, under the additional articles of the treaty of Bassein, to the extent of 3,616,000 rupees, annual produce, lands of the value of twelve lacs of rupees per annum only had been acquired. The Jaidad of the late Hummut Behader yet remained to be resumed; and the situation of the numerous chiefs in Bundelcund relatively to the British government, together with various other important questions connected with the establishment of the British authority in the province, continued undisturbed. Accordingly, in December, 1805, Captain Baillie was sent on a second mission to Bundelcund. The first success of his exertions was manifested in the peaceable dismissal of the turbulent and ferocious body of Nanguls, the continuance of which in the service of the Company opposed a material obstacle to every salutary arrangement. The next object he accomplished was the complete resumption of the Jaidad lands of the late Hummut Behader, without the slightest commotion, although opposed by the powerful influence of the family and a numerous body of military chieftains, in command of large bodies of troops, and in possession of numerous forts; thus effecting the peaceable transfer to the British dominions of a territory yielding an annual revenue of eighteen lacs of rupees (£225,000 sterling), with the sacrifice only of a Jaghere of little more than one lac of rupees per annum.

On the death of Colonel Collins in 1807, Captain Baillie was appointed Resident at Lucknow, where he remained till the end of 1815, and in June, 1816, he was placed on the Retired List. In 1823, he was elected to a seat in the Direction of the Affairs of the East India Company, vacated by the retirement of Mr. Cotton, and subsequently was elected representative in Parliament of the Inverness district of Burghs.

The following are the dates of this officer's commissions:—Ensign, 15th March 1793, Lieutenant, 17th November, 1794, Captain, 30th September, 1803, Major, 2d January, 1811, and Lieutenant-Colonel, 14th July, 1815.

April 20th, Lieut. Henry Waddington Whimfields, R.N. in the 36th year of his age.

April 22d, at her residence, Westerfield, Suffolk, aged 74, Ann, relict of the late Samuel Thordike, Esq. of Ipswich. She was endowed in an eminent degree with every Christian virtue, and was universally esteemed. Her death has caused severe affliction to her family, and the poor lament the loss of a kind friend, whose goodness and benevolence they will never forget.

April 24th, at his residence in High-street, Wapping, Capt. Thos. Richbell, R.N. resident magistrate of Thames Police, aged 75. Capt. Richbell entered the navy in an humble capacity, at a very early age, and served with his present Majesty in the West Indies. For the

gallantry he displayed in several actions and hazardous enterprises, he obtained the rank of a commissioned officer, and ultimately that of Post-Captain. In the year 1792 or 1793, he was appointed regulating Captain of the Volunteer and impressment department in the metropolis, and to the charge of the Enterprize tender-ship, off the Tower, and continued in this situation until the beginning of the year 1817, when he was appointed to the office of a Thames Police Magistrate.

April 25th, at Aberdeen, Lieut. C. H. Bowen, R.N. aged 51, one of five brothers who have died in the naval service.

April 26th, Capt. Henry Leigh, formerly of the Hon. East India Company's Service, aged 59.

April 27th, in the 72d year of his age, Lieut. Col. George Wilton, of the Hon. East India Company's Service Bengal Establishment.

April 27th, at Sydenham, Major George Mackenzie.

On his passage from Bermuda to England, after a severe illness, Alexander Carroll Nelson, Royal Artillery, son of General Nelson, of Davenport.

May 1, at Torpoint, Lieut. James Allen, (1798) aged 68.

May 2, at Portsmouth, Capt. Wm. James Madden, R.M. in the 76th year of his age.

At Penrith, in consequence of an accident arising from a market-cart having run against him, Capt. Wm. Buchanan, R.N. (1809).

May 3d, at his house in Wimpole street, Wm. Patterson, Esq. formerly commander of the Hon. E. I. C. ship Canning.

May 3d, at Florence, Lieut. Frederick Dickenson, R.N. aged 49.

Suddenly, John Taaffe, Esq. late Master-Shipwright of Bermuda, aged 50.

At Leith, Alex. Smilie, Esq. Purser, R.N.

May 6, in Suffolk-street, Major Crichton, 5th Dragoon Guards.

At Mile-end Terrace, John Engledue, Esq. Master, R.N. in his 60th year.

May 7th, at Davenport, Lieut. Gen. Watkin Teuch, late Colonel Commandant of the Royal Marines, aged 74.

Dr. Hugh Hughes, Surgeon, R.N.

Lieut.-Col. Richmond Browne, formerly of the 5th dragoons, and nephew of the late Lord Viscount Falkland of Montmorency.

At Weymouth, Wm. Mackenzie, Esq. agent to his Majesty's packets on that station for upwards of 20 years.

May 8th, at Bath, Capt. Henry Montessoro, R.N. (C.B.)

May 9, at Sheerness, J. Gooch, Esq. Surg. of H.M.S. Ocean, of 98 guns, after a short illness.

May 11th, at Hastings, Sir J. Evelyn, Bart. First-Lieut. R.M. on the reserved half-pay. Sir John was promoted to a First Lieut. in the year 1778.

May 12, at Mansion-row, Brompton, Major Augustus Kennell Colley, R.M. aged 53.

In Dublin, aged 63, Lieut.-Col. the Hon. John Creighton, son of the late Earl of Erne.

At his residence in the county of Longford, Col. Fox, aged 73 years.

May 15th, at Charleville, Major Samuel Maxwell, an active and intelligent magistrate of the counties of Lincolshire and York, formerly of the 92d, or Gordon Highlanders.

May 16th, at Eurdiesley Park, Herefordshire, Lieut. R. C. Phillips, R.N.

May 20th, at Benson, Oxon. Commander N. Cesar Cornelius, aged 70.

May 23, at his residence, Highfield House, near Southampton, Vice-Admiral Sir Edward James Foot, K.C.B., aged 66.—A memoir will be given in our next.

METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

APR. 1833.	Six's Thermometer.		At 5 P. M.			Pluvio- meter Inches.	Evapora- tor Inches.	Winds at 5 P. M.
	Maxim. Degrees.	Minim. Degrees.	Barom. Inches.	Thermo. Degrees.	Hygrom. Farts.			
1	52.2	45.2	29.05	48.6	586	.312	.035	S.E. light variable breezes
2	53.7	45.8	29.19	50.4	584	.030	.085	W. by S. fr. breezes, showers
3	54.3	47.2	29.60	52.8	506	.048	.100	S.S.W. fr. wnds. beaut. day
4	55.2	46.5	29.73	53.2	495	.045	.075	S.W. gent. br. & showery
5	56.0	46.8	29.87	53.7	474	.080	.098	W.S.W. mod. br. fine day
6	54.2	44.3	29.68	51.1	589	—	.070	S.S.W. blowing fresh, hail
7	55.7	45.7	29.73	52.1	483	.035	.075	N.W. fr. br. beautiful day
8	56.6	43.5	29.86	53.9	435	.010	.072	N.E. lt. airs & fine
9	55.6	43.7	29.64	52.0	500	—	.084	N.E. lt. br. & fine
10	54.8	44.8	29.51	50.0	602	.075	.096	W.S.W. blowing a gale
11	52.5	42.4	29.31	49.7	564	.095	.100	S.W. blowing hard, hail
12	49.7	42.3	29.50	48.6	582	.060	.090	N. hard squalls, showers
13	50.4	43.5	29.52	48.2	584	.108	.125	N.W. blowing fresh, fine
14	51.3	43.2	29.56	47.4	586	.210	.122	N.W. hard squalls, fine int.
15	48.6	41.5	29.55	46.8	588	.215	.100	N. by E. squally, fr. shwrs.
16	47.1	40.3	29.56	45.0	586	.300	.126	N.N.E. fr. breezes, cloudy
17	47.0	39.4	29.57	44.8	590	—	.090	S.W. lt. airs, beaut. morn.
18	47.3	41.2	29.70	43.6	584	.010	.098	W. lt. airs & fine
19	52.3	40.0	29.96	50.2	492	.013	.100	S.W. lt. breezes & fine
20	51.8	45.2	30.09	50.4	583	.020	.105	W. gentle breezes, fine day
21	58.6	43.2	30.14	56.0	367	—	.140	N.N.E. lt. br. beaut. day
22	57.8	48.6	30.17	56.8	488	—	.108	N. by E. lt. airs & fine
23	61.3	50.0	30.13	59.0	446	—	.120	S.W. lt. br. fine, but cl
24	60.8	50.2	30.15	55.6	547	—	.082	N.E. variable, showery
25	60.4	49.7	30.23	50.5	596	.024	.095	E. by N. lt. winds, lt. shwrs.
26	56.3	44.5	30.18	56.3	510	—	.076	N.W. fr. breezes, fine day
27	56.8	44.3	29.90	53.7	615	—	.066	S.W. strong br. & lowering
28	56.9	48.8	29.70	52.5	500	.063	.072	W. by S. cloudly sh. & thun.
29	57.0	44.3	29.67	52.3	472	.078	.085	W. to S.W. var. with thun.
30	57.2	44.8	29.63	54.8	485	.049	.079	W.S.W. moderate br & fine

TABULATED RESULT OF THE REGISTER OF A RAIN-GAUGE
AT MACAO.

RAIN FALLEN.	1812	1813	1814	1819	1820	1821	1822	1823	1824	1825	1826	1827	
Jan.	1.	.6	—	2.5	1.5	1.	.5	—	—	—	1.1	—	8.2
Feb.	2.6	1.6	3.04	3.8	.3	3.6	.3	.1	—	7.3	2.3	—	25.
March ...	5.4	1.	2.84	2.7	1.7	2.4	1.2	.6	.8	4.	2.7	2.	27.4
April	6.1	4.2	5.4	2.	3.5	5.	3.8	5.6	3.	5.5	18.5	—	62.6
May ...	19.8	14.8	18.6	8.	5.	9.2	17.8	1.	6.2	8.5	5.7	9.7	124.3
June	16.	13.	29.	4.2	5.	10.2	9.1	12.8	17.9	13.4	4.3	8.6	143.5
July	12.2	5.8	11.9	4.3	7.5	8.0	3.2	11.6	4.7	7.	11.7	9.14	97.1
August ..	12.4	5.7	7.2	18.5	5.8	11.2	7.	7.	4.3	13.6	11.4	16.	122.1
Sept.	17.6	5.1	4.4	6.	20.8	2.7	12.6	6.	16.7	8.2	15.2	3.3	118.6
Oct.	6.	—	4.5	4.6	13.	10.5	3.	11.	6.4	3.8	3.2	.5	66.5
Nov.	4.3	2.2	8.8	1.3	1.	2.5	4.8	—	7.	1.	2.6	1.4	36.9
Dec.	2.2	.5	—	1.1	.8	2.	.3	—	1.6	1.	—	1.0	10.5
TOTAL ..	107.3	54.5	96.7	59.	65.9	68.6	63.6	55.7	68.6	74.3	78.7	5.164	

THE WEST INDIA QUESTION AS CONNECTED WITH OUR NAVAL
SUPERIORITY.

IN a country like England, where every class of the population holds itself entitled to decide on the merits of every act of public authority, and possesses the right of bringing its decisions before the legislature, a high degree of popular excitement on any important political question is but of the train of natural consequences. Were the strength of national feeling in such a case always, or generally the result of accurate information and sound judgment, the patriot would have therein only matter of exultation. But our readers have not to be told, that popular opinion is not universally in accordance with the dictates of true wisdom. In a community so circumstanced as ours, at least, it is demonstrable that the impulse of the public mind must frequently be towards a wrong object, and continue in the false direction till dear-bought experience has corrected the error. The leaders of the multitude *may* have been satisfied of the justness of their views by a careful examination of all the *data* necessary to arrive at a safe conclusion; though even this supposes a conscientiousness not always characteristic of the prominent advocates of political measures. But can the same be said of those who swell the train—of the millions that in England constitute the strength of every party? Of these the great bulk must be totally incompetent to form a just conclusion as to any subject involving the consideration of national and complicated interests. But they have been illuminated by some spouter at a public meeting, or have imbibed the oracular wisdom of the daily press; and ignorant all the while of the *solid and substantial* reasons which attach to a cause the mercenary agents of political proselytism, as they are the sincerest, so they become the staunchest and most obstinate of partisans. The course of public opinion then, meaning by the term the opinion embraced by the greatest numbers, instead of being determined by the intrinsic merits of the popular side of the question, is, to a great extent, under the control of the men of craft and tact, best qualified to apply the underhand means for producing an impression on the feelings of the multitude.

Daily experience offers instances enough to verify our assertion. Let a measure vitally affecting the interests of the empire, and for the consideration of which extensive information and profound sagacity are necessary, once become matter of general discussion, and in no long time, even before our greatest statesmen have been able to see their way to a conclusion,—the opinions of a certain party are observed to spread wider and wider, and take deep and extensive root throughout the country. In a word, one side of the question is soon known as the popular side; and next comes evidence of the people's determination, that the benefit of their instruction and direction shall not be lost to the legislature. The nation, even that part of it hitherto supposed to possess fewest of the means of information, having already come to a decision on a subject, which still keeps in suspense the minds of men first in intellect as in station, is little disposed to hide the candle under a bushel, but more rationally resolves to give light to all in the two Houses of Parliament. The tables of both are covered with petitions,

intended to dissipate the legislative darkness, and into the Commons especially, members are sent pledged to emit the rays of popular wisdom, unchanged by any reflection of their own.

To speak with the seriousness we feel,—no one can regard a loud and unanimous expression of the public will with greater attention and deference than ourselves, when the people pronounce their own deliberate conviction as to a matter of which they are competent judges. But when they dictate to parliament a definite course of legislation on questions, for the right understanding of which ninety-nine out of every hundred of them are altogether disqualified by want of information as well as capacity, we are then inclined to hesitate before we allow their voices to be at once decisive of the line to be pursued. We attach still less weight to the clamours of the multitude, however strongly they feel and speak on subjects, imperfectly comprehended by them and standing to them in no immediate relation, when they have been worked up into a state of excitement by the misrepresentations of those who make traffic of political agitation, and by it earn their daily bread. In England, unfortunately, this is no imaginary case. Along with the inestimable benefits a free press confers upon us, it brings at the same time no inconsiderable portion of alloy. If fitted to become an instrument of infinite good, we have too frequent experience that it can with powerful effect be turned to a different purpose. The great body of the people, who derive from the pages of a newspaper, or some similar publication, all their ideas on political affairs, little suspect the springs by which those organs are set in motion. The assumption of the dictatorial and patriotic tone gains unlimited confidence in the ability and integrity of the writer on the part of the far greater number of his readers, so that they are completely open to whatever impression he may wish to produce. The privilege, which with us may be carried so far, and still within the law, of haranguing at public assemblies, furnishes to the unprincipled promoters of faction another great hold on the public mind. We allow that a free press, as well as freedom of speech on public occasions, if they multiply power and the means of victory to the advocates of wrong, equally supply materials of which the friends of truth and justice may avail themselves. If, on the one hand, there be a facility of disseminating false and pernicious doctrines, it is on the other as practicable to circulate correct and useful information. This we grant, and add further, that the party which employs these modes of spreading its sentiments, with the greatest cunning and dexterity, will in the end be most popular. But does not this very admission imply that by intrigue and manœuvre, by giving an unavowed direction to the power of the press and of public discussion, the current of opinion may at length be made to set strong in favour of a cause, taken altogether abstractedly from its own merits?

The present state of feeling in the country on the question of colonial slavery, will be a sufficient illustration of most that we have been saying. On a subject with which are closely connected the stability of a large portion of our revenue and commerce, the superiority of our naval power, and, which should have no small weight, the future welfare of the negroes themselves,—towards which the policy of the British government has been constantly directed, ever since the abolition of slavery in 1807, and the final settlement of which, statesmen as distinguished for

philanthropy as talent, have been deterred from attempting, only by a sense of the great difficulties surrounding the question on all sides: on such a subject, the great majority of the British public, passing over all these momentous considerations, have jumped at once to a conclusion, demanding the instant and unconditional emancipation of the entire slave population of the British colonies.

But how is it that so large a portion of the people of these kingdoms have put themselves forth, we will not say champions for the assertion of negro rights, for no class of British subjects in any part of the British dominions, not the West India planters themselves, defend the system of slavery, or plead for its continuance one moment longer than it can be safely got rid of; but how comes it to pass that a great proportion of the British nation have taken their stand in the ranks of the inveterate enemies of the colonial proprietors? Can it be denied that the whole West India body, all in fact who have a direct interest in saving the British West India colonies from ruin, and society there from dissolution, have been brought into violent and extensive odium, while their only crime has been a desire, in preparing the way for the restoration to the negro of his rights,—to make some provision for the maintenance of their own? This outcry then, raised so unfairly and ungenerously against the colonists, is chiefly the result of a system of persevering agitation, for years kept up by the employment, with a coarse and unwearied hand, of the two grand levers of public opinion, the power of the periodical press, and of itinerant public declamation. How much of the excitement on this question is owing to exaggerated and false pictures of a state of things placed at a distance from the contemplation of the English people, and of which they can only judge by report, may be estimated from the comparative indifference with which they behold, subjected to their daily gaze, a form of oppression as revolting to humanity as slavery in its worst shape,—the factory-child sinking into a premature grave under the weight of labour, by which an unfeeling task-master overburdens and exhausts his infant strength and spirits.

The periodical circulators of paragraphs and speeches on the side of the “Anti-Slavery party,”—a name, by the way, to which it has no exclusive right—the active agents of this party, we do not charge universally with the want of principle commonly distinctive of their class. We are ready to believe, that the conductors of the “Anti-Slavery Reporter,” for instance, gave to the public no other accounts of occurrences in the colonies, than were transmitted to them, and that in their inferences therefrom they were warranted by their own persuasions. Others, too, who lent the cause the aid of their pen or tongue, could have been actuated by none but the best motives. Giving them, however, all the merit of conscientious advocates, we can find no apology for the unjustifiable lengths to which they carried their views on the intentions and conduct of the planters. A great part of the undeserved odium to which the latter have been exposed, is to be ascribed to the introduction of party-feeling on this head even into the religious world. Hostility to the West India interests, indeed, would in any event have animated all under the influence of a press, ever ready to encourage any species of agitation profitable to itself, and conscious that nothing is read with greater avidity by the discontented, the envious or the disaf-

fects, the idle or the profligate of the humbler ranks, than any scheme for the spoliation of a superior or wealthier class. But, certainly, it was only by overcoloured representations of oppression on the part of the master, and wretchedness on the side of the slave, from men of weight with their respective sects, that religionists were prevailed on to enter the arena of political strife.

But to whatever extent a want of principle, or to whatever extent a deficiency of judgment belongs to those who have raised the storm of persecution against the unfortunate colonists, they shall not, we would fain hope, be left altogether without shelter or defence. The generous feelings, which should say to Englishmen, "press not a falling man too far," have, it is true, been forestalled against the almost ruined planter. But the firmness of the British legislature may erect a barrier against the popular torrent, and leave time for national reflection to allay the troubled waters. At any rate, we would suggest to the advocates of the West India interests—*nil desperandum*. The stakes at issue are of sufficient value to call forth the utmost exertions to redeem them. Such must be the feeling of every one, conscious how great a share of the revenue and trade of Great Britain arises from her West India colonies, and how essential is their commercial prosperity to the preservation of her maritime supremacy. It is the contemplation of them in this last light especially, that makes us take so strong an interest in the West India question—"a question," to use the words of Mr. Stanley in prefacing one of his resolutions, "which it is impossible to consider otherwise than in relation to the actual condition and continuance of the possession of our West India colonies."

Into the discussion of a subject, however, with regard to which party-feeling has run so high, we have a professional reluctance to enter. With us it is a principle to preserve our field of literary exertion free, as far as is possible, from the political controversies which so often array our countrymen in opposing ranks, and for the cementing spirit of nationality substitute the divisions and heart-burnings of faction.

The member of either branch of the British service knows, that he best discharges his duty to the crown, by divesting himself of every political bias which would confine his patriotism and enthusiasm to any narrower aim, than the security and prosperity of the whole empire.

Patriotic citizens then, without being political partisans, devoted, not to the views of a faction, but to the cause of our country, we are often able to see things in a truer light than most of those around us. On any subject at least bearing not merely on the general interests of the empire, but standing in intimate relation to its warlike capabilities, we may be excused for saying that our opinion is worth as much as that of any of our neighbours.

Before estimating the probable result of any precipitate scheme for the abolition of slavery, as far as the national resources may be affected by such a measure, let us examine the peculiar positions of both planter and negro in regard to the question. Are any of our readers inclined to dispute the right of the former to compensation from the national treasury for whatever loss of colonial property he may sustain by the proposed change? We will not admit such a supposition concerning those, of whose sense or honesty we cannot doubt. But there are always men to be found, ready to purchase a character for justice and

benevolence at the expense of others, while they refuse to bear the smallest share of the cost themselves; and under this description all those are to be ranked who call loudly for negro-emanipation, and yet would shift the whole burden of it on the shoulders of the colonial proprietors. Their position, indeed, leaves them more completely in the power of the abolitionists, but with less ability, and under no stronger obligation to bear the weight, than any other class of the people. The British nation having by parliamentary enactments directly sanctioned and encouraged colonial slavery, is *itself* bound to make full reparation for the injustice, under which the slave population has hitherto suffered.

The assertion, that even perfect and instantaneous emancipation would cause no deterioration in the value of West India property, and that therefore there is no necessity to encumber the measure with the consideration of any compensation whatever, is not worth notice. Those who make the assertion supply an answer to it. In justification of the charges of oppression practised by the planters, they put forward the decrease of the slave-population, which they ascribe to excessive labour. Are they then prepared to maintain, that the liberated negro will voluntarily work himself to death? if not, it remains for them to show how with the quantity of labour diminished, an equal or larger amount of produce is to be raised. But what motive would there be for the slave, if all at once restored to perfect freedom, to submit to one-fifth of his present toil? A proportion of it, even less than this, would suffice for obtaining from the richness of a West Indian soil an abundance of the means of subsistence; and in his condition at this moment, what other wants can he have to gratify, than those of mere nature? If it be true, that habits of industry will never become general among the Irish peasantry as long as they are contented with the mud-cabin and the potato, what folly is it to expect that men, altogether insensible, in comparison, to the enjoyment of the little luxuries and superfluities of life, should, if left to the impulse of their own tastes and desires, stand forth patterns of laborious prudence?

But not more, when we reason from the universal motives of human conduct, than when, from the particular facts of analogous experience, does the conclusion force itself on us, that, of all the results which, *by any moral possibility*, could follow from a plan for conducting the slave to the goal of freedom, otherwise than by a course of gradual preparation, even the most favourable, or rather the least pernicious would be, the stopping up almost entirely of the present source of supply for more than half the total consumption of sugar in Europe. We might even grant that precipitate legislation with a view to the abolition of slavery in the British colonies would not be attended with a repetition of the calamities with which a similar instance of ill-judged policy desolated St. Domingo, and threatened Guadeloupe; and besides these, there is no other case in point, none other, to show the probable consequences of any attempt prematurely to force on emancipation, in a state of society like that of our sugar-colonies, where the whites are so small a fraction of the whole population. We might, however, even suppose that there is no fear of violent and revolutionary movements on the part of our negro fellow-subjects in the event of their sudden and simultaneous manumission,—and yet, confining our view to the state

of St. Domingo at present, when the days of anarchy and bloodshed have long since passed away, and there has been full time for independence and peace to have brought forth habits of industry, we should still have sufficient evidence, that there is not the least ground for expecting anything like severe and regular labour from the manumitted negro, who has not been obliged previously to go through a long course of rigid training and discipline. Throughout the island of St. Domingo positive coercion is required to ensure the production even of the quantity of sugar still raised there, of which the exportation, notwithstanding, is not a fourth of what it was in the time of slave-labour, and when the population was but half its present amount.

Now, let every man, who really sympathizes with Africa in the countless wrongs her children have endured from the steeled heart and hand of avarice, contemplate the results of any measure which, by the substitution of voluntary for compulsory labour in our colonies, would be attended with such a diminution of cane-cultivation in them, as a reference to the state of St. Domingo at this moment should teach us to expect.

We will not now include among the consequences of such a change the slightest inclination to plunder or rebellion, the least hostility to life or property or law, on the part of the liberated slave. We only assume that the negro of Jamaica would have the same aversion to the drudgery of a sugar-plantation as his fellow in St. Domingo exhibits at present. Under the circumstances supposed, then, would the Jamaica planter be able to bring into the market produce sufficient to defray the current expenses of the plantation kept in a state of cultivation?—No one will say he could. In fact, his only plan would be, to throw up at once the ruinous occupation; and the end of all would be that, from the Mauritius as well as Jamaica and our other West India colonies, the exportation of sugar would cease altogether. There is no question but that we should be able, in time, to procure an abundant supply of this principal necessary from other quarters. But then it is quite certain that the vacuum caused by the cessation of production in our own colonies could not be filled up without entailing on the negro race a far greater accumulation of toil and suffering than they now experience under the domination of the whites.

The entire quantity of sugar annually exported for consumption in Europe and America is about 508,000 tons, of which the British slave colonies supply 218,000; the whole of the remainder, with the exception of 30,000 tons from the other side of the Cape of Good Hope, of which a large proportion is raised by slave-labour, comes from Brazil and the Spanish, French, Dutch, and Danish West India colonies. But, in addition to the quantity of sugar exported from these countries at present, there is no doubt that they possess means also of making up the deficiency that would arise from a total stoppage of exportation from the British colonies; and, without dispute, the opening of the English market to foreign planters would give such a stimulus to cane-cultivation, that sugar would soon be as abundant as ever. The immense unemployed tracts of fertile territory, both in Cuba and Brazil, which admit of tropical culture being increased to any degree, would probably be the chief sources of supply whence sugar would come for British consumption.

But what, in the meantime, would be the effect of this commercial revolution on the condition of the African labourer? In all the places we have mentioned, whether subject to the government of Spain, France, Holland, Denmark, or Brazil, the practice of employing slaves in the sugar-plantations is universal. Brazil has a vast slave population, and, previous to 1830, has imported as many as 45,000 slaves in a single year. But those governments not only tolerate slavery in their dominions, there is too much reason to believe that some of them, at least, connive at the infamous traffic still carried on by their subjects, in defiance of treaties made with this country. The importation into Cuba of slaves from Africa has certainly prevailed to a large extent since the year 1820, when it was to have ceased by treaty between the British and Spanish governments; and in all probability the same thing is going on in Brazil at this time, notwithstanding the convention by which that power became pledged to England for the abolition of the trade in 1830. A few months since, there was thrown on the coast of Jamaica a Portuguese slave-ship bound for Cuba, with between 200 and 300 slaves on board, who had been newly brought away from the African coast. Can it be doubted, then, but that, in spite of the strictest *surveillance* on the part of England, the nefarious traffic would become more extensive, and be prosecuted with increased determination by desperate adventurers, when once there arose a large additional demand for the sugars of Brazil and Cuba, and the value of slave labour in those countries was proportionably augmented? There is, in truth, nothing more certain than that the total cessation of sugar exportation from the British colonies, or even the diminution of it in any great proportion, would have the effect of multiplying largely the amount of oppression and hardship resulting from the present state and extent of negro slavery. On the one side the condition of 800,000 blacks, British subjects, *might* be ameliorated; on the other, a *certain* consequence of the case supposed would be, that not only millions of the race now slaves would be reduced to still worse bondage; but a new impetus would be given to a clandestine slave-trade, productive of far more misery to the unfortunate captives, than when the iniquitous traffic was legalized.

But how would the resources and power of Great Britain be affected by the destruction or decline of her present West India trade? It has been said that, even in the event of the supplies of sugar, rum, and other produce from her colonies ceasing altogether, the annual amount of revenue collected on these commodities could be raised in the same way on the imports from foreign plantations. But are we quite sure that we should always be at peace with the countries which we should then be obliged to trust to for a supply of these important articles of consumption? Might not a nation, moreover, possessing the power of reducing us to the greatest embarrassment by merely interdicting the exportation of her produce to England, be sometimes disposed, even without recourse to actual hostilities, so to use this power as to obtain from us concessions injurious to our interests or derogatory to our honour? Have we forgotten that France was driven to the necessity of extracting sugar from beet-root; and do we not know that what in her case was a consequence of the preponderating naval force of a

hostile power, might, in our case, be brought about simply by the decree of a hostile government, having command or influence over the countries, whence, under the supposed circumstances, England might happen to be supplied with that universal luxury? Again, have we no insults or injuries wherewith to charge Chinese insolence and caprice, and which we are fain to bear as we best may, rather than take any movement likely to disturb or incommode our tea-trade? The truth is, that every branch of foreign commerce is liable to vicissitude and derangement from a thousand causes, none of which can reach a colonial trade. And it certainly argues no small share of prophetic confidence to assert, that a revenue of 7,000,000*l.* annually, now raised on the produce of British plantations, would lose nothing of its stability by being converted into an income dependant on duties to be imposed on foreign imports.

But of the great considerations connected with the West India question, not the least important is, the value to Great Britain, as a maritime power, of the present trade with her sugar colonies. In no point of view does the subject demand more careful investigation, or more serious reflection than in its intimate connexion with the naval pre-eminence of England.

The assertion, everywhere repeated and assented to, that British commerce has been the originator and fosterer of British maritime supremacy, expresses a fact the most indisputable, but in a form too vague and general to give just and accurate information. It is possible for a nation to carry the most profitable of all trades to a pitch unapproached by any other people, and yet remain deficient in the means of acquiring a formidable navy. We do not allude merely to an inland traffic, but we take into the account that branch of home-trade also in which, with maritime states, the sea is made the medium of communication. A coasting-trade, we repeat, might be augmented almost beyond calculation, without producing the materials of maritime superiority. With regard to the United Kingdom itself, although our peculiar position multiplies facilities and inducements to this species of nautical employment, and gives it a more than ordinary importance, though the shipping employed in it annually transports merchandise to the amount of nearly 10,000,000 tons; notwithstanding all this surpassing magnitude of our coasting-trade, we have derived thence comparatively few of the elements of our unrivalled naval power.

There are two prevalent errors as to the advantages to Great Britain of this branch of her trade. It is, in relation to her maritime ability, invested with an importance not due to it, while, by a blunder of an opposite kind, the momentous mercantile interests connected therewith are vastly underrated. No opinion is more common, on the continent especially, than that the infinitely larger proportion of British capital is employed in foreign and colonial commerce, and with a corresponding return; while the home-trade, of which so great a share is conducted by means of the coasting-craft, is supposed to engross or produce of the wealth of the nation little in comparison. On the other side, the notion is quite as general, that the familiarity with nautical affairs, the superior judgment and dexterity, with regard to them, which characterize our seamen, and are the real foundation of our supremacy on the ocean, are

means of power, for which we are chiefly indebted to our coasting-trade. Now, the true statement is, that this description of occupation, though a mighty instrument for the support of the interior commerce of the United Kingdom,—a commerce far exceeding in the amount of capital employed and profits realized the whole of our trade with all other parts of the globe—yet contributes but in a small proportion and inferior degree to the formation of that class of British seamen, who have never yet met their equals on their own element.

The total number of men employed in the navigation of British merchant vessels all over the world is about 155,000; of these, the coasting-trade gives occupation to not more than a fifth, on the average. But, considered as a source of supply for the manning of the royal navy, it is yet more deficient, in regard to the description of seamen it provides. It is not among the dozen or half-dozen individuals who manage one of the small craft, trading about our shores or to some neighbouring country, and who are seldom off land above a day or two together, that we should expect to find any developement of the nautical character, which will, we trust, ever continue to distinguish the crew of a British ship of war. The peculiar habits which mark our seamen, which reconcile and fit them to every form of nautical experience, which make them feel that their "home is on the deep," and render them expert in every part of the economy requisite for such a home—all these are only to be acquired in that portion of our mercantile marine which is employed in distant and extensive voyages. It is only in large vessels also that sailors can become familiarized with the mode of management proper for a King's ship, to which the manœuvring of small craft is so inapplicable: nor, unless where the crew is numerous, can men be habituated to the combination of exertion, the division of the different occupations of navigation, and the strict subordination essential in the naval service of the country.

To the vast magnitude of her distant traffic, then, does England stand indebted for that race of seamen, who have so often crowned her with naval glory. The important trade maintained with her remote and extensive colonies, especially, has proved an admirable school for the education of her guardian mariners. In this trade, the shipping employed is exclusively British, manned, of course, by British subjects; whereas, in our foreign commerce, a considerable share of the marine belongs to other nations. Indeed of the whole immense tonnage trading between this country and the United States, a small fraction only has been left to us, the Americans having secured all the rest to themselves. But, as subsidiary to the public service, our colonial has another great advantage over our foreign trade. The British seaman, attached to the former, is never found at a foreign port; he is not therefore exposed to the temptations to which, ere now, he has yielded, when other states have prevailed on him to turn his bravery and skill against his native country. On the contrary, at all times present in some part or other of the British dominions, or where the commands of the British government can reach him, his place is ever one in which the interests of the empire may need his assistance.

It, then, England be anxious for the preservation of her naval power—a power, the only safeguard of the commerce out of which it grew—

with equal solicitude let her consult the security and permanence of her colonial trade. The mercantile marine occupied in the commerce of her colonies in the new world is the best *gymnasium* for all those exercises, which carry nautical skill, activity, and endurance to perfection. Even on board the East Indiaman, where subordination and discipline are so well preserved, there is, in comparison, little of the severe toil essential to the completion of the hardy seaman's character. It is, in fact, from the hands employed and formed in her trade across the Atlantic that Great Britain has actually been supplied with the choice men of her naval service. This all-important traffic, therefore, connecting as it does our North American and West Indian colonies with the mother-country and with each other, giving employment to nearly 800,000 tons of British shipping, and 40,000 British seamen—this invaluable commerce, let us do nothing to diminish or impair*. If rightly awake to the maritime interests of England, we would devise and adopt every means to strengthen this commercial chain, of which two links will be at once destroyed, and the remaining one weakened, by any measure fatal to the present trade, prosecuted by either class of these colonists. The strength of Great Britain on the ocean is not to be measured by the mere number of her ships of war, or of men engaged in her naval service. There have been periods when her navy, in the weight of metal and number of men, stood far below comparison with the combined force of hostile fleets, and yet could proceed rapidly, in a succession of victories, partly to annihilate, in part to appropriate, the naval power of her enemies till, in point of maritime *matriél*, they were reduced to equality, in the first instance, and then to contemptible inferiority. Whatever advantages hostile navies may have had in numerical superiority of force, have been, as the event has always proved, amply counterbalanced by the pre-eminent qualities of British sailors. Other nations had sought in vain to raise an equally "happy breed of men." In her colonial trade, England had secured the only nursery where they could be reared. How would her enemies rejoice at the parental infatuation which abandoned it?

* Our direct trade with the North American colonies employs about 430,000 tons of shipping, and 21,000 seamen. Our direct trade with the West India colonies, along with the trade between these and the North American, employs about 360,000 tons, and 18,000 seamen. The whole Atlantic trade, then, which owes its stability, in a great degree, to our present relations with the West Indies, gives occupation to about 790,000 tons, and 39,000 men. But it should be remembered, that the shipping engaged in the trade with the Mauritius also derives employment from produce raised by slave-labour.

THE CRISIS AND CLOSE OF THE ACTION AT WATERLOO.

BY AN EYE-WITNESS.

THE History of the Battle of Waterloo has been called the "hundred times told tale," and without taking into account private channels of communication, it is true that published narratives of it have abounded both in Great Britain and on the Continent. It is, however, at the same time as true, and every military man who for professional improvement has endeavoured to understand its details especially must bear witness to the fact, that, as a whole, this "hundred times told tale" is a very unsatisfactory body of information.

The greater proportion of the printed accounts of eye-witnesses have been drawn up without sufficient reference to good surveys of the ground, or sufficient precision in details, as to numbers, times, corps, formations or positions, to be of much use to the close inquirer; and many of them bear such evident marks of having been influenced so much more by warm feelings than by sober judgment, that in the difficulty of discerning between truth and imagination, the mind is frequently led into the medium of placing a superficial value on the whole.

There is unquestionably much valuable information on the subject already before the public, but not nearly enough for the compilation of one good general narrative; and it has resulted from the combination of misstatements and deficiencies, that no such good detailed general narrative has ever yet appeared, and that the histories including these events, which have since proceeded from the standard authors of the day, and which, if left unimpeached, will be received hereafter as presenting the genuine story of the battle, are frequently incorrect or obscure, even on very prominent occurrences.

Under such impressions, united, it is fully admitted, to a desire of affixing credit accurately, in a case in which it has hitherto been misplaced, the following account of the "Crisis and Close of the Action" has been drawn up. It is not presented as free from errors or omissions, but as strictly correct in some hitherto very imperfectly known leading features, and as in general a nearer approximation to truth than any, concerning those periods, that has hitherto appeared in print—so offering a more tangible object for critical correction, with a view to final accuracy.

A correct detailed history of the whole battle would be the work of much time and many contributors*. That such a complete work is *practicable*, even at the present somewhat distant period, cannot be doubted, if still living witnesses would come forward to describe in detail the events which came under their immediate observation, with careful attention, and reference to some good and well known survey of the ground†.

The procuring, arranging, and condensing such materials into one

* It would of course be important that such an account should be accompanied by accurate details of the whole campaign, as far as they could be procured.

† The outline of the ground affixed to this narrative, is copied from the Belgian "Plan de la bataille de Waterloo," by "Craan:" the best, if not the only good survey, hitherto extensively known.

general history, might readily be accomplished by the means of a committee in London.

That such a complete work is *desirable* scarcely requires to be proved ; for at a glance it shows itself a disgrace, that the details of one of the most decisive and important victories the world ever witnessed, fought in our own days and close to our own shores, should be imperfectly known even by the nation through which it was mainly achieved, and upon which the honour of the event itself will rest as long as time shall endure.

In all conflicts between nearly equally matched forces, there is a 'crisis' up to which all previous advantages may be forfeited, and all previous disasters may be retrieved ; but after which, the success of one party, and the defeat of the other, are established beyond a change.

Modern military writers have dwelt largely upon the importance of watching, and being prepared for this critical moment ; and Napoleon is reported to have said of it, that "Victory is to him who has the best reserve at hand, when it arrives."

On this principle, at Waterloo, he appears to have intended to keep the whole of his guard out of fire, during the ordinary progress of the action, to be fresh for the momentous conclusion. His purpose, however, was in part frustrated ; first, by the advance of the Prussians towards Planchenois, by which he was compelled to detach, not only the 6th Corps, but also, at length, eight battalions of the Young Guard for the defence of his right flank ; and again (if his own account be worthy of credit)* by a mistake in the transmission of orders, through which the Cavalry of the Guard followed in support of the attack of Kellerman's cuirassiers upon the flanks of La Haye Sainte, at about half-past four o'clock, two hours before it should have been sent into action.

Four regiments of the Old and four of the Moyenne Guard, in all sixteen battalions, however, still remained ; and with these†, seconded by the strong force of infantry and cavalry (principally of the 1st Corps,) which was in and about La Haye Sainte, and supported by the remains of the 2nd Corps from the vicinity of Hougoumont, it was determined to proceed to the decisive effort at about half-past six o'clock.

At that period, therefore, the whole remaining reserve of the Guard were ordered to advance, and it left its original position near the farm of Rosomme, concentrated into columns of attack, in a hollow two or three hundred yards to its left of La Belle Alliance ; and then crossing the valley, ascended the British position by the crest of a long gently rising tongue of ground, which uniting with the summit, about 500 yards to its left of La Haye Sainte, brought this body of the storm full on the front of the brigade of the 1st regiment of British Guards.

The formation of the Imperial Guard appeared to be in two columns,

* "It was not the intention of the Emperor that the cavalry of the Guard should proceed to the plain ; these troops were his reserve.he sent them orders to halt, but it was too late, they were already engaged, and thus at five o'clock in the evening the Emperor found himself deprived of his reserve of cavalry ; that reserve which, when well employed, had so often gained him the victory."—*Napoleon's Historical Miscellanies*.

† "The enemy's guards began to move, and with sixteen battalions, leaving La Haye Sainte a little to the right, at half-past six o'clock advanced towards the platform."—*Baron Muffling, History of the Campaign of 1815*.

nearly in direct echelon ; the right, composed principally of the Moyenne Guard, in advance. Further to their left, the 2nd Corps prolonged the echelon to the boundary hedge of Hougomont, (of which also part of the orchard was still occupied in force by its light troops ;) and further to their right, from the right flank of the Moyenne Guard almost to the Genappe road, was a crowded line of skirmishers, followed up by the infantry and cavalry, which had taken and maintained for three hours the farm of La Haye Sainte, upon the very centre of the British position.

Bonaparte in person directed the advance of the Guard, until it came abreast of a hollow in the Genappe road, half way between La Belle Alliance and La Haye Sainte, in which he placed himself. Ney, who had directed the previous successful assault on La Haye Sainte, then took the immediate command of the Guard and led the attack.

To follow the statement of a well-qualified eye-witness, (Baron Muffling,) the infantry of the Guard at this point must have consisted of at least 10,000 men*, and the supporting portion of the 2nd Corps of 6000. It is not easy to ascertain the numbers of the cavalry and infantry of the 1st Corps, and of the remains of the cavalry of the Guard, which were in and about La Haye Sainte ; but if it be considered that this force, at a distance from the support of its own position, and under the very points of the allied bayonets, had not only held the farm for a considerable period, but had further been continually assuming the offensive, its strength cannot be estimated at less than 6,000 ; making the total force brought up for this attack to have been about 22,000 men.

The portion of the allied position, of which the front was the arena of the concluding struggle, is nearly the left half of the chord which subtends the angle between the two great roads.

It was occupied, beginning from the left, first, by a brigade of Brunswickers ; next, by Sir Colin Halkett's brigade of the 30th, 33d, 69th, and 73d regiments ; then Major General Maitland's brigade of the 1st Guards, and lastly, projecting beyond it to the right, but engaged in the decisive contest, stood Major General Adam's brigade of the 2nd and 3d, 95th, the 52d and 71st regiments. Of these, Maitland's and Halkett's brigades, having occupied nearly the same ground from the commencement of the action, and having been hotly engaged on the 16th at Quatre Bras, were now very much reduced and exhausted ; and the battalions of the 95th, not complete at first, by covering a part of the front, and by losses previously sustained in opposing the skirmishers of La Haye Sainte, had become very small as compact bodies. From the want of sufficient cover from the enemy's artillery, in the regular course of the line, the two centre brigades were posted considerably to the rear of those on the flanks ; the connexion between the right of the Guards and the left of the 52nd being kept up by the reserves of the 95th.

The Duke had perceived the concentration of heavy columns to the right of La Belle Alliance, and to oppose a more solid resistance to their

	Battalions.	Establishment.
* Old Guard { 1st Division, Count Fiant.....	8	6,400
{ 2nd Division, Count Morand.....	8	6,400
2,800 allowed for losses on the 16th, and casualties.		12,800
The young Guard, Lieut. Gen. Barrois at Planchenois.		

evidently approaching attack, had ordered all the infantry corps, between the two great roads, to be formed from two deep into four deep lines. Vivian's, Grant's, and the remains of the household, Ponsonby's and Dornberg's brigades of cavalry were, at the same time, brought together to the right centre, and posted in the hollows in the rear of the infantry.

Soon after these precautions were completed, but too late to afford any material information, a French officer of cuirassiers rode into the right of the 52nd as a deserter, and said that Napoleon was on the point of advancing to a desperate attack, at the head of his whole army.

A heavy cannonade from both positions announced that the columns of attack were in movement. A brigade of guns, thirty paces in advance of the right of the 52nd, (perhaps the only remaining efficient ordnance on this portion of the front,) disregarding the enemy's artillery, played incessantly with unerring aim on the close, deep, approaching masses of infantry; changing as the distance diminished from round shot to canister, and finally to double charges. The columns, as they neared the summit, became impatient under this destructive cannonade, and a furious fire of musquetry opened in return from their front and left flanks; while swarms of skirmishers, rushing out from the hollows of La Haye Sainte, prolonged the attack towards the front of the Brunswickers. The artillerymen, under these close and flanking fires, could not long stand to their guns, but either lay beneath them, or retired behind the abrupt dip of the hill; two or three brave fellows now and then springing up to hastily load, fire, and drop again behind the cover.

In a few seconds, the headmost companies of the Imperial Guard, with rattling drums, and deafening shouts of "Vive l'Empereur," crowned the very summit of the position—their dead bodies, the next day, bore unanswerable evidence to the fact. The fire of the brigade of British Guards then opened upon them, but they still pressed forward, and at the next moment, contiguous columns from the hollows of La Haye Sainte following up their skirmishers, closed on the front of the Brunswickers, and beat them back in confusion*. Some artillery of Chasse's Dutch brigade, posted near to the Genappe road, then came into play. The Brunswickers were rallied and fronted by the Duke in person; but men who have once been turned form but a doubtful barrier against a still advancing enemy.

The fate of the crisis quivered on the beam. The two very weakened and exhausted centre brigades, good as they were in composition, could scarcely be expected to stand before the overwhelming and principally fresh force, which was desperately closing on their front and left flanks; and in their rear was no infantry that could be depended upon.

Meanwhile, the 52d had remained entirely concealed by the abrupt reverse dip of the hill; although so much more in advance than the Guards, that the head of the imperial column had nearly reached the

* "About seven in the evening Bonaparte made a last effort, and putting himself at the head of his guards, attacked the above point (the centre) of the English position with such vigour, that he drove back the Brunswickers who occupied part of it; and, for a moment, the victory was undecided, and even more than doubtful. The Duke, who felt that the moment was most critical, spoke to the Brunswick troops with that ascendancy which every great man possesses, and made them return to the charge."—*General Alava's Spanish Official.*

prolongation of its left flank, at a distance from it of not more than one hundred yards. Until then not a bayonet appeared; the head of the commanding officer only, watching and calculating his opportunity, was visible above the summit. At this critical juncture it received the order to advance; and in a few paces, clearing the ascent, was under a furious fire from the long flank of the columns, and its left companies so closely engaged, that they had enough to do to hold their ground, until the regiment coming rapidly "right shoulders forward" in line, to an angle of about 70° with the original position, its whole fire was brought to bear, full and close, upon the heavy masses before it. The 71st soon after supported the movement; and advancing obliquely to its left, protected the exposed right flank of the 52d, and opened a partial fire on the enemy. The headmost grenadiers gradually gave ground to their right and rear, still facing their assailants, and firing as the left of the 52nd closed up to the spot, many of the latter falling among the killed and wounded of the Imperial Guard. A thick white smoke enveloped the contending parties. The 52nd answered with a loud cheer* the continuing shouts of "Vive l'Empereur," and pressed forward to charge—still louder shouts, and a more rapid roll of musquetry marked the highest effort of the energy of the Imperial Guard, and then, at once it broke†, and rushed in mingled confusion, *not directly* to its rear, but impelled by the flank charge, *obliquely*, towards the hollow road in front of La Haye Sainte, carrying with it in similar disorder all the troops on its right. Five or six individuals lingered for a moment on the ground; one of these no doubt was Ney‡; unfortunate in not having met on this spot a fate more worthy of his character as a soldier, than that which the wall of the Luxembourg a few weeks afterwards afforded him.

The 52nd continued pressing forward; when, from the thick smoke that still hung on the fugitives, a body of horsemen, of which some evidently were cuirassiers, broke furiously upon its front. It had all the appearance of an effort of the French cavalry to cover the retreat, and the whole fire was for a moment concentrated upon it, until some of the headmost horsemen, falling almost on the bayonets, were perceived to belong to the 23d light dragoons, and 1st light dragoons, of the German Legion. A murmur ran down the line "they are English;" the firing ceased altogether, and the cuirassiers, by another effort, might perhaps in such a moment of hesitation have completed their charge by penetrating the regiment—only one however attempted it, who, dashing through the two light companies, was killed in the rear of them by the sergeant-major.

Dornberg's exhausted brigade had probably charged the columns which, on the defeat of the Guard, gave way near La Haye Sainte;

* "Presently a cheer, which we knew to be British, commenced far to the right, and made every one pick up his ears; it was Lord Wellington's long-wished for orders to advance."—*Kincaid's Adventure in the Rifle brigade.*

† "The attacks made by the right wing of the English army decide the business, and the enemy's guards are routed."—*Baron Muffling.*

‡ "General Friant had been struck with a ball by my side, and I myself had my horse killed, and fell under it. The brave men who will return from this most terrible battle will, I hope, do me the justice to say, that they saw me on foot with sword in hand during the whole of the evening, and that I only quitted the scene of carnage among the last, and at the moment when retreat could no longer be prevented."—*Letter from Marshal Ney to the Duke of Otranto.*

and having been, when in a state of consequent dispersion, charged in return by the strong reserve of cavalry which the French had in rear of that farm, a part was forced in a lateral direction, through the Imperial Guard upon the unexpected line of the 52d*.

The front of the 52d was scarcely cleared of the cavalry, when three field pieces, which probably had been attached to the rear of the columns of the Imperial Guard, opened a fire of grape† at a distance of not more than 400 yards, in the prolongation of its right flank. The right section wheeled up and drove them off, the rest of the regiment continuing unchecked its close pursuit of the broken masses of the Guard, *until it had swept from right to left the whole front of attack, and its left flank was on the hollow in the chaussée to Genappe, in advance of the garden of La Haye Sainte, 800 yards from the ground at which the charge commenced.* In its progress, it was not at any time crossed by the fire or charge of any portion of the allied army, with the exception already described.

Thus at about eight o'clock ended the grand crisis of Waterloo. From this period the success of the allies was established beyond a doubt, and their subsequent movements were only directed to complete the victory.

The smoke had cleared away; some of the fugitives were making an attempt to reform on the other side of the hollow road; but in its evident hopelessness a much more important object‡ was presented, about 400 yards obliquely to the right of the 52d, in three battalions of the Old Guard, which having formed the rear of the column of attack, had retired in tolerable order, and now stood in squares, supported by a small body of cuirassiers§, on the first rise of their position, not far in the front of La Belle Alliance, on the Hougomont side of the chaussée. The remainder of the French army (excepting those who a mile obliquely to the left were still obstinately defending Planchenois against the Prussians) was seen rushing in total disorganization towards the Genappe road; having broken as soon as the Imperial Guard gave way on Mont St. Jean.

The 52d, bringing up its left shoulders, regained its complete parallelism to the general front of the position, and closing with the 71st, (which during the whole of this time had continued its protecting movement on the right,) the two regiments advanced in line, still four deep, upon the squares of the Old Guard§. At this time, no other closed bodies|| of infantry had advanced from behind the British posi-

* It would appear that Sir C. Grant's brigade also charged about this time, to the right of La Haye Sainte; but no part of it was seen by the 52d.

† "Some of the enemies' batteries cover, with grape shot, the retreat of the four battalions of the Guard."—*Baron Muffling*.

‡ Several accounts mention four squares of the Old Guard as remaining formed at this period, but as only three were opposed to the subsequent attack of Adam's brigade, it seems probable that the body of cuirassiers was hastily regarded as a fourth.

§ "The enemy made one last attempt at a stand on the rising ground to our right of La Belle Alliance; but a charge from General Adam's brigade again threw them into a state of confusion, which was now inexticable, and their ruin was complete."—*Kincaid*.

|| Some skirmishers of the 95th were in the garden of La Haye Sainte, and others were pressing on to join the right of the 71st.

tion; and Vivian's brigade, the only cavalry in sight, was but just appearing on the summit. Sir John Colborne, observing this distance of support, the strength and attitude of the enemy, and the heavy state of the ground in the valley, (into which, trampled and retrampled as it had been by twenty thousand horsemen, the sturdy rear-rank men sunk at times knee deep,) called out to the 52d to step short and take breath; but the Duke, who, having galloped up a few moments before, was then in the centre of the regiment, said, "Go on, Colborne, go on; give them no time to rally;" and, after a hasty correction of the line upon the covering sergeants, all again pressed forward.

The squares of the Old Guard made no attempt to deploy; but, after opening a heavy fire from their front and flanks, as soon as the opposing line drew too near, with great steadiness ceased firing, faced to the rear, and commenced their retreat by word of command, the two right squares directly to the rear on the right side of the chaussée, pursued by the 71st and skirmishers of the 95th. The left square, accompanied at first by the cuirassiers, passing obliquely to the left, crossed the chaussée (which was crowded with fugitives) below La Belle Alliance, and then hastened towards Rosomme, along the left side of the road, followed closely by the 52d regiment, the two British regiments still in lines four deep. On crossing the chaussée, the cuirassiers fronted as if to charge; but their opponents pressed towards them, presenting their bayonets, unwilling to lose time either by firing or forming square, and the cuirassiers declined the contest.

A hundred yards to the allied left of La Belle Alliance, a hollow road runs nearly at right angles towards the chaussée, up which a column of artillery and infantry from the French right wing was hastily retreating. The square crossed the head of this body, but the high bank concealed the approach of the 52d until the distance became too small to admit of any but a hand-to-hand contest. The column seemed not sufficiently aware of its desperate circumstances to surrender without hesitation, and for a moment the scene was singularly wild. The infantry, before they threw down their arms, made an effort either at defence or escape; the artillery dashed at the opposite bank, but some of the horses of each gun were in an instant brought down. A subaltern of the battery threw his sword on the ground, in token of surrender; but the commander, standing in the centre of his guns, waved his above his head in defiance. A soldier sprang from the British ranks, parried his thrust, closed with him, threw him on the ground, and keeping him down with his foot, reversed his musket in both hands to bayonet him; when that repugnance to the shedding of blood, which so often rises in the hearts of British soldiers, even under circumstances of personal danger and prudential necessity, burst forth in a groan of disgust from his surrounding comrades; it came, however, in this case too late, the fatal thrust was sped, and the Legion of Honour lost another member. One gun was sharply wheeled round, and discharged into the square of the Imperial Guard by General Adam's aide-de-camp; some hundreds of prisoners were left to those who should come after; and the 52d pressed on to its first object with so much earnestness, that at a short distance from the farm of Rosomme, the French grenadiers, finding their inability to outmarch their pursuers on equal terms, suddenly halted by word of command, threw off their

knapsacks, and thus¹ lightened, quickly disappeared in the closing twilight.

On the other side of the road, events were more varied and extensive. Vivian's brigade of Hussars came up rapidly in echelon of regiments to the assistance of the 71st. The cuirassiers, worn out as they were, and discouraged as they had reason to be, with much devotedness fronted in the line of La Belle Alliance, to protect the squares of the Old Guard, but a squadron of the 10th dashing at them, followed immediately by one of the 18th, they were dispersed in hopeless confusion. The compact battalions of the Old Guard were not so soon routed: a part of the 10th having rallied after the charge on the cuirassiers, found itself under the fire of one of the squares; the men fell very fast, and there was no alternative but instantly to retreat or to charge.

The near approach of the 71st to another face of the same square, decided Sir Hussey Vivian to order the latter. The charge was very gallantly attempted; Major Howard, who conducted it, fell upon the bayonets; some of the grenadiers were cut down by men of the 10th, but even under such circumstances,—charged home by cavalry on two faces, (for the 18th immediately followed to the assistance of their comrades,) and under a heavy fire of infantry on the other,—the veterans knew too well their strength, and in what their safety consisted, to shrink from the contest: they closed well together, beat off the cavalry with a very destructive fire, and, in spite of the approaching infantry, made good their retreat.

The loss sustained from the compact square of the Old Guard was, however, avenged by repeated and effectual charges of Vivian's brigade, now strengthened by the remains of Vandeleur's, upon broken masses of fugitives of all arms, on the ground between Rosomme and Mon Plaisir, and for three miles farther, to the neighbourhood of Genappe.

The village of Planchenois, eight hundred yards to the left of Rosomme, had been the main object of the attack of the Prussians, from about half-past four o'clock, P.M., when their two leading brigades first got into action. This post, however, which then became the French extreme right, was effectually maintained by the eight battalions of the Young Guard and a part of the 6th Corps, until the mass of the French army, driven before the British advance, passed along the high road in its rear, when they also retired, and soon after broke into confusion*. The 52d, 71st, and the head of the Prussian columns met just beyond the farm of Rosomme; and at the same moment the Duke of Wellington and Marshal Blücher riding up together from La Belle Alliance, the Prussians were ordered to continue the pursuit; and the British advance of infantry, strengthened by the three battalions of the 95th, halted on the spot for the night.

The main body of the allied army had advanced in lines from the position of Mont St. Jean, about the time that the squares of the Old Guard turned before the attack of Adam's brigade. The greater part of the cavalry pushed forward in support of its advanced brigades to the

* "The enemy was dislodged from Planchenois; cannon and prisoners were taken, and the remainder got into the same confusion with the mass which, near La Maison du Roi, was just rolling along the high road,"—Baron Muffling.

neighbourhood of Genappe. The infantry halted in the line of La Belle Alliance. The remains of the several divisions then spread over the ground to search out their bivouacs among the wounded and the dead, and night closed upon the FIELD OF WATERLOO.

That the French regarded the advance of the Imperial Guard as the crisis in which all their previous disadvantages might be retrieved, is evident from this attack being attempted, and that with their whole remaining reserve.

That the British had reason to think it was the crisis in which all their previous advantages might be lost, will appear, if it be considered that at that period all their reserves were not only in the first line, but had been already more or less engaged, and that they had not at the utmost more than 35,000 effective men on the field, of which by far the greater proportion were either good troops, exhausted from having borne the brunt of the action, or indifferent auxiliaries, not to be depended on to face the fury of a French onset. Ten thousand fresh and fine troops, concentrated against the centre of such a line, and closely seconded on the same point by 12,000 more, had, at least, a reasonable prospect of remaining masters of the field.

It may be thought that, even had the French succeeded in forcing the British centre, the Prussians would still have been sufficient to turn the tide of victory against them*. But if it be further considered that Planchenois was the only point hotly attacked in force by the Prussians; and that that point was not carried until the mass of the French army was driven along the high road behind it in confusion by the British advance, at the close of day and one hour after the Imperial Guard had given way on Mont St. Jean, it may fairly be doubted whether, without the defeat of the Guard, Planchenois would have been carried at all; or at any rate whether the Prussians could have brought up sufficient force on that evening to have obtained a decided victory. Throughout the whole of this short campaign they showed themselves indeed as gallant soldiers and generous allies; ready to sacrifice everything to assist their friends and to overwhelm the common enemy, and on the 18th they contributed very highly to the success of the day by occupying the Young Guard and the 6th Corps; but they did not decide the victory; neither probably could they have done so on that day, had the British failed. What the morrow would have produced, with Grouchy at hand, the Belgians panic-struck, and the British, Dutch, and Germans exhausted and almost annihilated, is a wide question.

Whatever errors or omissions † there may be in the preceding nar-

* Be this as it may, the charge of the Imperial Guard was the crisis of the fortune of the British army.

† It is more difficult to determine with accuracy the events of the crisis and close of an action, than those of any other portion. In the early stages, corps and formations are distinct and regular, and the minds and bodies of those present fresh and acute for observation; but towards the close of a protracted contest, divisions, brigades, and regiments become frequently inverted and intermingled, formations are often irregular, and individuals, exhausted by fatigue and anxiety, are each intent only on his own small surrounding circle. Should

rative, in the description of subordinate occurrences, *it is maintained, that the following leading features are correct beyond refutation.*

1st. That the front of the last great attack did not extend further than from the allied right of La Haye Sainte to the left of the 52d regiment.

2d. That the Imperial Guard, the strength of this attack, was directed against a brigade of the 1st Guards, posted to the left and rear of the 52d regiment.

3d. That the attacking columns having gained the very summit of the British position and beaten back a brigade of Brunswickers, the centre of the British line became more and more imminently endangered up to the moment that the 52d regiment, wheeling forward to nearly a right angle on its left, and having its right protected by the 71st regiment, charged, broke, and drove before it the Imperial Guard for 500 yards, which defeat of the Imperial Guard produced the almost immediate dispersion of the whole of the French army in sight of the event, with the exception of three battalions of the Old Guard and a body of cuirassiers.

4th. That this last-mentioned force, attempting to cover the retreat, was attacked and driven off the field as far as the farm of Rosomme, by General Adam's brigade; without, at first, any immediate support, and finally with the assistance only of Prussian's and Vandeleur's brigades of cavalry; the whole of the rest of the allied army, with the exception of the Prussian Corps which was attacking Planchenois a mile obliquely to the left, being several hundred yards in the rear.

5th. That the charge of the 52d regiment on the Imperial Guard, from its position on the right of the 1st Guards to the farm of La Haye Sainte, was only crossed by a small mixed body of cavalry, and not at all by the fire or charge of any other portion of the allied army.

All the accounts of this battle which have hitherto come before the public, including those by the standard writers of the day, (and general opinion, even in the army, has much followed the same current,) assert more or less directly that the attack of the Imperial Guard was repulsed, and the French army thrown into irretrievable confusion, either

By a charge of General Maitland's brigade of Guards, or

By an advance of the whole line.

But, if the leading points in the preceding account be, as they are maintained to be, correct, it follows that the attack of the Imperial Guard was repulsed, and the French army thrown into consequent irretrievable confusion, by neither of these causes, but

By a charge of the 52d covered by the 71st regiment, without the direct co-operation of any other portion of the allied army.

For—as the 52d regiment charged across the whole front of attack from right to left, a simultaneous successful attack from any other corps must have crossed the charge of the 52d, and no such event took place; the only resembling circumstance described (the charge of Dornberg's brigade) hardly forming an exception, as it was not altogether suc-

Should opportunity permit, it is the intention of the writer of this narrative to republish it at a future period, with the correction of any errors or deficiencies that may be fairly proved against it.

cessful, and must have been on troops far to the right of the Imperial Guard, which also probably had already broken.

These points are not advanced in a spirit either of display or of dispute, but simply for the purposes before described. If incorrect they are open to refutation; and no one will be more gratified than the writer to see correction or refutation, ably and thoroughly, if candidly attempted, by any, who having been eye-witnesses of these events, may conceive they have sufficient grounds for establishing either.

If injustice in any shape has been done to the corps, to whom the credit of deciding the crisis has been hitherto more or less imputed, it is altogether unintentional. These battalions very hardly earned the honours justly due to them, *not* at the crisis and close, but by a most determined and successful defence of their place in the position, during the reiterated attacks of the ordinary progress of the battle; they earned them well, and may they long, very long continue to wear them untarnished. General Adam's brigade, posted during the early part of the day in reserve, on the extreme right of the line, came up to the right centre at an advanced period of the action, principally to meet the fresh and desperate masses of the enemy which pressed on for the crisis; it was *then* their opportunity, and why should they not also wear the laurels they then as fairly gained! The battalions first referred to possess too many indisputably their own, gathered on this and other fields, to require for the completion of their reputation a leaf to which they have no just title; while that leaf, torn as it was from the bearskin caps of Imperial Grenadiers at the grand crisis of the fate of Waterloo, of Napoleon, and of Europe, should not for ever be silently relinquished by those by whom it was really won.

Eighteen years have elapsed without an effort to correct the error or establish the claim; and if the attempt had further been deferred to any much later period, the generation of those who fought at Waterloo might so far have passed away, as to have left the question without sufficient supporting evidence on either side, a standing subject of doubtful dispute and of historical obscurity.

In addition to the corroborative testimony which has been presented in some extracts from the works of different writers, there is a passage regarding Waterloo, in General Foy's account of the war in Spain, which should not be omitted. Foy's *general* reference is to the British infantry at large; and certainly, on that day, all who were hotly engaged deserved alike his generous, *general* encomium; but the peculiar circumstances of time, place, formation, and movement, prove that his eye in the description was immediately on Adam's brigade, shortly before and during the events described in the preceding narrative. The passage is as follows:—

"We saw these sons of Albion, formed in square battalions, in the plain between the wood of Hougomont and the village of Mount Saint John; to effect this compact formation, they had doubled and redoubled their ranks several times. The cavalry which supported them was cut to pieces, and the fire of their artillery completely silenced. The general and staff officers were galloping from one square to

another not knowing where to find shelter. Carriages, wounded men, parks of reserve, and auxiliary troops, were all flying in disorder towards Brussels. Death was before them, and in their ranks; disgrace in their rear. In this terrible situation, neither the bullets (boulets, cannon-balls) of the Imperial Guard discharged almost point blank, nor the victorious cavalry of France, could make the least impression on the immoveable British infantry. One might have been almost tempted to fancy that it had rooted itself in the ground, but for the MAJESTIC MOVEMENT which its battalions commenced some minutes after sunset; at the moment, when the approach of the Prussian army apprized Wellington... he had just achieved the most decisive victory of the age."

For some time preceding the preparations to meet the advance of the Imperial Guard, Adam's Brigade occupied in squares the ground General Foy marks out; the right square the 71st close to the hedge of Hougomont, the left the 95th thrown back on the summit of the position, in the direction of the farm of Mount Saint John, the 52d in squares of wings occupying the centre. In this position, without any support of cavalry, they were charged by the cavalry, and cannonaded by the artillery of the Imperial Guard; the 71st in a deep solid square suffering severely from the latter. When the Imperial Guard was observed to be concentrating into columns of attack, Adam's brigade retired behind the summit; and shortly afterwards, about sunset, commenced, immediately in the face of the 2d corps of which General Foy commanded a division, that which alone of the infantry movements of that period could properly be called MAJESTIC,—a right shoulder forward well-protected charge, under a heavy fire, upon the flank of the Imperial Guard.

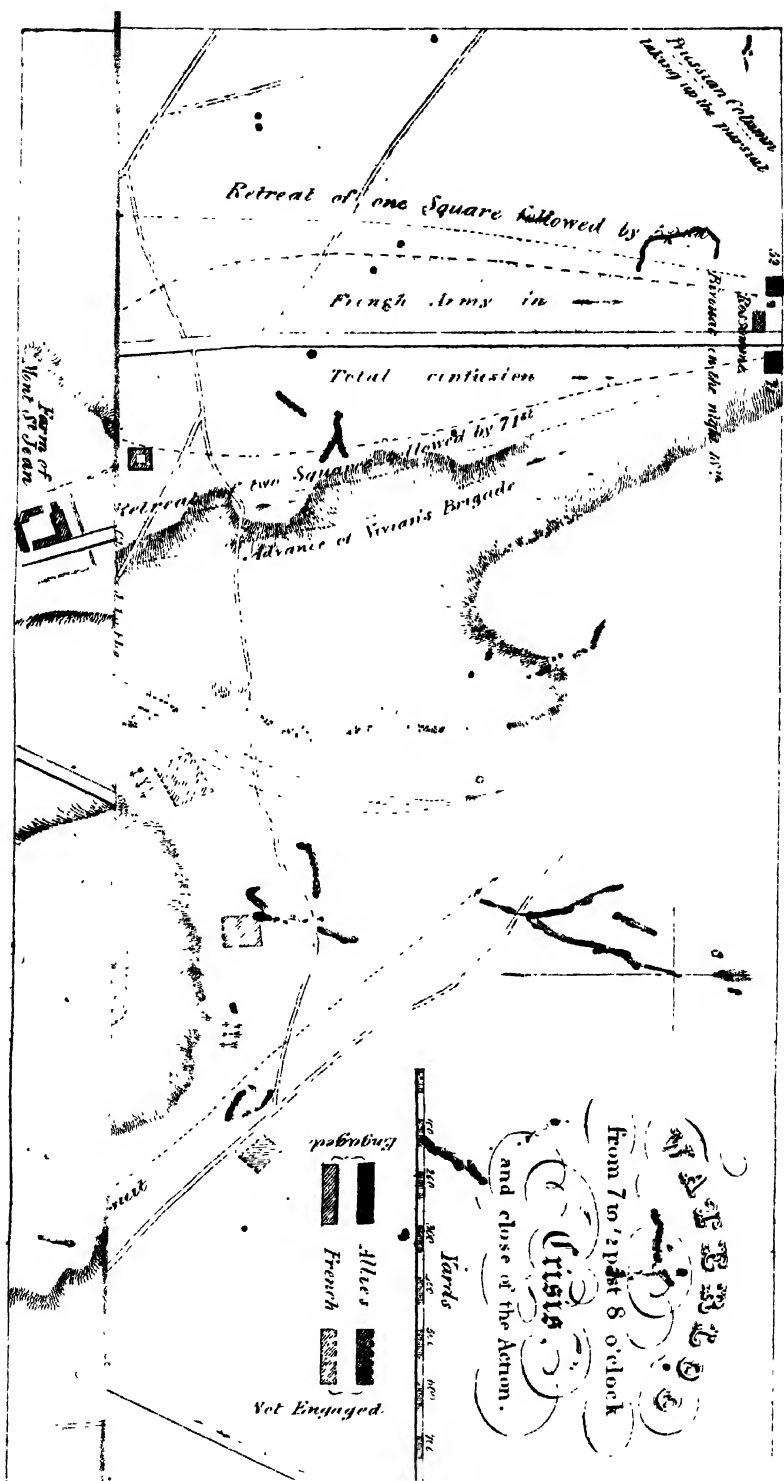
[Here follow some tactical opinions, deduced from the foregoing narrative, which are omitted from want of room, but may appear in a future Number.—ED.]

REPLY TO MAJOR GAWLER ON HIS "CRISIS OF WATERLOO."

BY LIEUT.-GENERAL SIR HUSSEY VIVIAN.

MY DEAR MAJOR,—I have to thank you for your very interesting account of the Crisis of Waterloo, which you have been so good as to send me through Colonel D'Aguilar.

A narrative of this sort is of course subject to criticism; indeed you very fairly court it. I shall therefore take the liberty of making a few remarks in correction of some of the statements you have put forth as respects the brigade I had the honour and the good fortune to command on that great day. At the same time, I must disclaim any intention of taking from the merit of the distinguished corps to which you belong, the services of which have shone so conspicuously, not only at Waterloo, but on many another hard-fought field. Believe me, there is no man who would more reluctantly take one leaf even from the laurels the 52d have so proudly won than I should, or who more sincerely hopes that this gallant regiment may long continue to "wear them untarnished." But I owe it to the brave soldiers who fought under my orders, to explain such inaccuracies as it appears to me you have occa-



sionally fallen into when speaking of the brigade of cavalry composed of the 10th and 18th British, and 1st hussars of the German Legion, at the Crisis of Waterloo.

For the accuracy of my corrections there are numerous living witnesses to vouch:—Major-General Lord Robert Manners, then Lieut.-Colonel and commanding the 10th hussars, (Sir George Quentin was wounded before the crisis); Colonel the Hon. H. Murray, commanding the 18th hussars; Colonel Wissel, commanding the 1st hussars of the German Legion; Colonel Sir Robert Gardiner, commanding the horse-artillery attached to the brigade; Lieut.-Colonels Keane and Fitzroy, my Aides-de-Camp; Lieut.-Colonel Harris, my Brigade-Major; together with many other regimental officers, such as Lieut.-Colonel Gurwood; Lieut.-Colonel Grey; Lieut.-Colonel Arnold; Major Wood; all wounded with the 10th on that occasion: also, Captain Shakespeare, of the 10th, who, during the greater part of the day, was acting as an Aide-de-Camp with me; and Lieut.-Colonel Taylor of the same regiment, who I know made some notes detailing the proceedings of this corps. I should mention, also, that I have always kept journals of the daily occurrences in such campaigns as I have served; and that not only did I enter in my general journal the events of the day of Waterloo, but in a separate memorandum I recorded the proceedings of the brigade under my orders. In further corroboration I should also observe, that on the morning of the 19th, having heard that Lord Uxbridge was wounded, and my Brigade-Major, Harris, having been also severely wounded and carried into La Belle Alliance, at three o'clock A.M., I proceeded from Hilaincourt (a farm far in advance of our right, around which my brigade, with the 7th hussars, which regiment joined me at the close of the action, had bivouacked) to the villages of La Belle Alliance and Waterloo, and in so doing, with a view to ascertain as far as I could the extent of the victory, &c., I entered the high road from Brussels to Genappe, about the farm of Rosomme; and in my way to Waterloo, passed over the ground where those events to which your work particularly refers occurred,—having diverged to my left at La Belle Alliance, for the purpose of marking the exact line of the advance of my own brigade; and I returned by the same route.

Before making any remarks on your work, I must observe that I entirely concur in what you say as to the inaccuracy, for the most part, both of the plans and statements now before the public, and in thinking that it is very desirable and practicable to make a complete and faithful narrative; by calling for details from living witnesses, and subject them to the great proof who commanded on that day, and perhaps also to the examination and revision of a committee of unprejudiced and able officers. I should, however, hope that the work now in progress of execution by Lieut. Siborn, being a model of the ground, made from the most careful possible survey, and on a very large scale, ~~now~~ which will be represented the whole of the troops in their exact positions, at a particular period of the battle, as far as it is possible to ascertain such positions; and in order to render which correct, questions have been proposed to all such general officers and others as are best able to furnish information, may contribute at least to place beyond a doubt the precise occurrences of the moment

chosen. But still a detailed and very perfect account of the whole battle, or rather I should say, of the whole of the occurrences from the morning of the 16th of June until the close of the action of the 18th, when the army under the command of the Duke of Wellington halted on the field, and relinquished the pursuit to that under Marshal Blücher, is undoubtedly much to be desired.

In these remarks I shall venture occasionally to touch upon matters not exactly relating to my own brigade, but such as I have had an opportunity of becoming acquainted with.

It is stated, that Napoleon's purpose of holding in reserve the whole of his guard, "was frustrated by a mistake in the transmission of orders, through which the cavalry of the guard followed in support of the attack of Kellermann's cuirassiers upon the flanks of La Haye Sainte, at about half-past four o'clock, two hours before it should have been sent into action."

At the French reviews at St. Omer, I became acquainted with Lieut.-General L'Héritier, who on this occasion had command of a division of the cuirassiers. I asked him how it happened that those troops had become subject to the charge made by Napoleon against them of having been "*trop tôt et mal employées*." His explanation was, that the whole body of cuirassiers had been concentrated in a hollow immediately under our position, where they had suffered dreadfully from our fire, so much so, that at last they became impatient, and with resistless cries of "*En avant!*" accompanied by the expression, "*Ici nous sommes écrasés*," demanded to be led against the enemy.

"Vivian's, Grant's, and the remains of the household, Ponsonby's and Dornberg's brigades of cavalry, were at the same time brought together to the right centre, and posted in the hollows in the rear of the infantry."

This is inaccurate. Grant's and Dornberg's brigades were, I believe, on the right, where they had been very much exposed, and had met with heavy losses; as a proof of it, Grant himself had three horses killed under him. Lord Edward Somerset had collected the remains of his (the household) brigade, and Sir William Ponsonby's (who had fallen) behind the position. The number so collected scarcely formed two squadrons. When moving from the left of the line to the right centre, on passing this body I spoke to Lord Edward, who informed me that these were the whole of the men left of those two brigades, so severely had they been engaged during the day. Lord Uxbridge had himself led my brigade from the left, (where it had suffered but little, having been exposed only to a cannonade and a distant fire of musketry,) and posted it immediately on the crest of the position, to the right of the road to Genappe, where the 10th and 18th hussars formed into line, and the 1st German hussars in reserve; the left of the 18th touching nearly to the high road. This will give an accurate notion of the ground we occupied, and which, on the plan attached to your statement, I should consider as being on a line with and immediately behind that you have assigned to the Brunswickers, and extending to the right towards Hougomont. The moment of our arrival was also the moment of Napoleon's last advance, and the fire to which we were exposed, both of cannon and musketry, was very severe. After having seen my brigade occupy the position he had assigned to it, Lord Uxbridge left me to proceed to

Vandeleur's brigade, which had followed mine from the left of the line, and which his Lordship posted on the right and rear of mine to act as a reserve to it. Lord Uxbridge shortly returned to me, and finding the fire still heavy, and the enemy evidently in great force immediately in our front, he asked me "whether we had not better advance and charge?" The smoke at this moment was so dense on the side of the hill, that it was scarcely possible to see ten yards before us; and consequently, no enemy being visible, I observed, "that as my brigade was in perfect order, I thought it would be advisable not to hazard an attack whereby we might be thrown into confusion, which it would be difficult to repair; that if the enemy appeared on the crest of the hill through the smoke, by a sudden and unexpected charge on them we could, no doubt, drive them back." His Lordship then dismounted from his horse, and advanced himself on foot and unattended down the hill, in hope to be able to see under the smoke and make his own observations. I rode down to him and begged him not to expose himself so; on which he returned, saying he agreed with me in thinking that I had better remain steady, ready to attack if the enemy appeared; and, mounting his horse, he left me to join the Duke, and I saw him no more during the day. I mention this anecdote not only as descriptive of any position, but in justice to Lord Uxbridge: it will prove to those who imagine that in the management of the cavalry on that day he was at all incautious, (and such I know there are,) how little they understand his real character,—as a proof of his intrepidity and the readiness with which he exposed himself, it is not necessary; to these qualities every one does justice.

"In a few seconds, the headmost companies of the Imperial Guard, with rattling drums, and deafening shouts of 'Vive l'Empereur!' crowned the very summit of the position. Their dead bodies, the next day, bore unanswerable evidence of the fact."

I confidently assert, that on the part of the position upon which the 10th and 18th hussars were formed into line, the enemy never at this period reached the crest. That many of them dead lay on it the next morning there can be no doubt. During the previous attacks the cuirassiers had passed much beyond the crest; and when I went on the following day over the ground, I saw some few French infantry within our line; but the mass of the enemy's dead and dying lay below the crest, extending away from the French left of La Haye Sainte, and rather in the rear of it.

"The Brunswickers were rallied and fronted by the Duke in person."

May there not be some error here, and may this not refer to some Nassau troops? I notice a circumstance of the same sort that I witnessed on this part of the field, about the time mentioned, not to throw any doubt on the statement of the Duke having rallied those troops, but as it serves to point out exactly where the 6th brigade of cavalry was posted. A battalion of foreign troops, with white covers to their shakos, fell back *en masse* against the horses' heads of the 10th, and undoubtedly, had this regiment not been formed where it was, would have retreated. This was shortly after our arrival on the position. Captain Shakespeare, of the 10th, was then standing with me in front of that regiment, and we both endeavoured to halt and encourage them;

but it was their coming against the horses' heads, and being unable to pass through the files, that did check them. I must, however, do their officers the justice to say I saw many attempt to stop them, and one seized a drummer by the collar, and made him beat the rally. When halted, they faced about, moved twenty or thirty yards forward, and again began firing, which they kept up until the advance took place. The Duke must at this time have been just on the left of these troops; and probably this is the very battalion to which you refer as the one his Grace rallied.

"A murmur ran down the line, 'They are English.'"

The circumstance here mentioned affords the strongest evidence of the relative positions of the 52d regiment and the 6th brigade of cavalry at the time to which it refers, and, enables the military reader to judge, from the difference in the rapidity of the movements of cavalry and infantry, how far it is possible the circumstances stated by you, as to the proceedings of my brigade, are correct. In order to show how this inference is to be drawn, I must, however, here somewhat anticipate my narrative, and mention that after we had moved down off the position, and as the 10th were forming their line, a small body of cavalry crossed my front at a rapid pace, coming from the left, and passing towards Hougomont. There were about sixty or seventy, mostly Germans; where they had been, or from whence detached, I never could until this moment understand; but I have now no doubt that this was the body of cavalry to which you refer, and on which the 52d fired, mistaking them for an enemy: presuming this then to have been the case, it is quite impossible but that at the moment the 52d fired on them, my brigade must have been nearly on the same line with that regiment.

"The front of the 52d was scarcely cleared of the cavalry, when three field-pieces, which probably had been attached to the rear of the columns of the Imperial Guard, opened a fire of grape at a distance of not more than 400 yards, in the prolongation of its right flank. The right section wheeled up, and drove them off, the rest of the regiment continuing unchecked its close pursuit of the broken masses of the guard, until it had swept from right to left the whole front of attack, and its left flank was on the hollow in the chaussée to Genappe, in advance of the garden of La Haye Sainte, 800 yards from the ground at which the charge commenced."

This paragraph refers to a part of the battle in which the 6th brigade of cavalry had no concern. What troops were attacked by the 52d in front of La Haye Sainte, I pretend not to know; I notice it only to point out what I should apprehend must be a mistake,—I mean that part which mentions the wheel of the right section to the right, and its attack on the three guns, "400 yards distant in the prolongation of the right flank of the regiment." Do you really mean to say, that in the retreat of sixteen battalions of the French Imperial Guards, some of them by your own admission constantly making a stand, and when thousands of fugitives at least were to be seen retreating in every direction, a section of the 52d quitted the body of the regiment, and captured three guns, 400 yards distant from it? I must observe also, that 400 yards from the front, in the rear of La Haye Sainte, where the attack of the 52d regiment was made, would nearly, I believe, bring you to the position in which, according to your own

account, the reserve of the enemy was posted, to cover the retreat. Here, however, you say, ended the battle of Waterloo; "the subsequent movements were only directed to complete the victory;" and if so, certainly the glorious close of that victory was in a very great measure—taking your account of the movements of the 52d to be correct—to be attributed to that regiment; but I must beg to put in a few words for those troops engaged in what subsequently took place, and to differ somewhat from your version of the conclusion of the day.

"At this time no other closed bodies of infantry had advanced from behind the British position; and *Vivian's brigade, the only cavalry in sight, was but just appearing on the summit.*"

I have already observed that the smoke was so dense, that from the summit of the position, at least where I stood, nothing was to be seen below it; therefore, as to my brigade "just appearing on the summit," had the fact been such, it could not have been seen from the position of the 52d, as you have described it; but the truth is, I had, from the first, been formed *on the crest of the position**, and, therefore, even if this were the moment of my advance, the "*just appearing*" would not be applicable. The circumstance, however, before noticed, with respect to the body of the 23d light dragoons and Germans that crossed my advance, fully proves the relative situation, at this time, of the two bodies, the 52d regiment and the 6th brigade of cavalry. These dragoons had unquestionably passed from the front of the 52d, having probably been carried away from their brigade, in pursuit of some French cavalry—(but as to this, or what brought them there, I cannot speak); at the moment they passed me, the regiments of my brigade were forming lines, the 10th and 18th in first line, and the 1st German hussars in reserve; and from this time my movements were constantly in advance. Supposing the 52d then to have been, at the period mentioned, in a line parallel to that on which I was forming, it is very clear that, unless the movements of my cavalry were all at a walk, (which they were not,) I must, unless I had halted, have first reached the position on which the enemy's squares were formed to cover the retreat, and long before the 32d could have done so. But I shall now state exactly what did happen during this part of the battle to the brigade under my orders.

It has often been observed, by those who were acquainted with our movement, that as much credit had not been given to it as it was entitled to; but having always borne in mind that, whatever might have been done at the last, it was in truth the gallant fellows who, during the long and trying day, had defended the position, that really had gained the victory, I have ever been unwilling, notwithstanding repeated requests made to me to do so, to say one word upon the subject; and the statements in which my name is mentioned, and the movements of the brigade, so repeatedly noticed by you, alone occasion my now breaking silence, which I feel myself bound to do in justice to my brave compatriots.

On the advance being ordered, Lord Greenock, the Quartermaster General of the cavalry, came to me with directions to move to the

* A stronger proof of this cannot be adduced than the circumstance of many officers and men of the 10th hussars having been killed and wounded whilst in line before the advance.

front on the right of the infantry. I wheeled half squadrons to the right, and moving a short distance parallel to the position, again wheeled the leading half-squadrons to the left, and moved perpendicularly to the front. Sir Ormsby Vandeleur's brigade, which had, as I have already stated, been posted on my right and rear in support, cheered as we passed on. At this time, I *heard* infantry advancing and drums beating on my left, but the smoke was still so thick that I could see but little. When I had fully quitted the position, and was probably about midway towards that of the enemy, it became clear, and several French columns of infantry were visible immediately in our front, with cavalry and guns formed on the flanks and between them. At this moment Sir Colin Campbell came to me from the Duke of Wellington, who was, I understood, somewhere on the left, by his Grace's order, he having observed that we were in advance of the infantry, and to desire me "not to attack before the infantry arrived, unless I thought I could break the enemy's squares." About the same moment a severe fire of grape, by which several men in the leading squadron of the 10th were killed and wounded, was directed at us. I observed to Sir Colin Campbell, "That as our infantry, in their anxiety to get on, were probably not in compact order, it might be dangerous should the French cavalry attack them; and that I thought it were better at once to drive off the latter, leaving the squares to be attacked by our infantry." He agreed with me, and returned to the Duke; and I continued my advance immediately afterwards, ordering the 10th and 18th into one line, and the 1st hussars into the second. It was whilst we were forming that the small body of the 23d and Germans passed along our front at full speed, at about thirty yards from us; and I well recollect seeing one of the French hussars (several of whom were hovering in our front) in a most inhuman manner ride up, and with his pistol deliberately blow out the brains of one of those men whose horse had fallen, whilst he was struggling to disengage himself; and some of the soldiers felt so indignant at the time, that there was a groan of execration, and an exclamation of "No quarter to them!" Before the formation was quite completed, the right squadron of the 10th was attacked by a squadron of the French cuirassiers, and lost many men. The brigade was at this time so much in advance of all other troops of the British army, that whilst the French were firing grape at us, shot and spherical case were falling amongst us from some of our own guns, those working them taking us for an enemy, and I sent an officer to the rear to correct the mistake. The 10th, as soon as they were in line, by my order advanced, and charged and defeated the whole of the cavalry immediately in their front. After ordering the halt, I returned as quickly as possible to the 18th hussars, which regiment I found formed, and very near two of the enemy's squares, on the right of which were some guns and cavalry, and between which and on the left also cavalry. The regiment was in the most perfect order, and steady as if exercising on Hounslow Heath. On reaching its front, I said, "18th, you will follow me," on which the serjeant-major, Jeffs, afterwards adjutant of the 7th hussars, and several men, exclaimed, "By Jasus, General, anywhere—to h—ll, if you will lead us!" I then gave the order to advance and charge; and in an instant, with indescribable impetuosity, an attack was made on the cavalry and the guns. Immediately before this the last cannon-shot I

heard from the French during the day had been fired at us; from these guns many of the artillerymen and drivers were cut down; and the pursuit of the cavalry by the 18th was continued for a very considerable distance on the road to Genappe.

"On the other side of the road, events were more varied and extensive. Vivian's brigade of hussars came up rapidly in echelon of regiments to the assistance of the 71st. The cuirassiers, worn out as they were, and discouraged as they had reason to be, with much devotedness fronted in the line of La Belle Alliance, to protect the squares of the Old Guard, but a squadron of the 10th dashing at them, followed immediately by one of the 18th, they were dispersed in hopeless confusion. The compact battalions of the Old Guard were not so soon routed: a part of the 10th having rallied, after the charge on the Cuirassiers, found itself under the fire of one of the squares. The men fell very fast, and there was no alternative but instantly to retreat or to charge.

"The near approach of the 71st to another face of the same square, decided Sir Hussey Vivian to order the latter. The charge was very gallantly attempted. Major Howard, who conducted it, fell upon the bayonets; some of the grenadiers were cut down by men of the 10th; but even under such circumstances, charged home by cavalry on two faces, (for the 18th immediately followed to the assistance of their comrades,) and under a heavy fire of infantry, the veterans knew too well their strength, and in what their safety consisted, to shrink from the contest;—they closed well together, beat off the cavalry with a very destructive fire, and, in spite of the approaching infantry, made good their retreat."

This account is not altogether correct. I know nothing of what occurred to the 52d on the other side of the high-road leading to Genappe; not a man of my brigade crossed it, excepting, perhaps, a few of the 18th hussars in pursuit; nor do I pretend at all to interfere with (excepting to correct what appears to me an error in distance) your statement as regards the attack of the 52d, immediately in advance of La Haye Sainte, and up to that point when you describe the success of the allies to have been established beyond a doubt. Others, who think they have any right to put in a claim to having taken a part in the transactions described in these pages, will probably do so. All I have to do with is that part which relates to the proceedings of my own brigade, and here, I repeat, you are in error. The charge of the 10th on the right I have already described, and also that of the 18th on the left. On returning from the latter, which had been completely successful in defeating the French cavalry and driving the artillery from their guns, I ordered the regiment to form, and went myself for the purpose of bringing on the 1st German hussars, which corps I had left in reserve. I had with me only an orderly dragoon, and two other men of the 18th. My brigade-major had been severely wounded in the last attack, and my aides-de-camp had been despatched with orders. I found Major Howard, with a small body of the 10th, which he had collected, formed within a short distance of a French square, from the fire of which he was losing men fast: almost at the moment of my arrival, a very fine and gallant young soldier, Lieutenant Gunning, was killed. I observed to Major Howard, that we had one of two things to do, either to retire a little out of fire or to attack; and, at that moment, seeing a regiment in red advancing on my left, and calculating on its immediately charging the face and angle of the square next to it, I ordered the 10th to advance and charge on the angle and face to which we were opposed. This was instantly exe-

cuted with the greatest determination. The men of the 10th charged home to the bayonets of the enemy, and a fierce conflict ensued, which continued for some minutes. The regiment of infantry, instead, however, of charging, as I had expected, halted, and, as you have stated, opened a heavy fire, which occasioned some loss to the 10th, and to stop which I sent an officer to them, who returned, informing me it was a regiment of the Hanoverian legion,—you make it out to have been the 71st. I cannot speak positively on this point: but certain it is, that the fire of this corps, although it might have injured our enemies, was *not harmless* as regarded us, and in some degree, perhaps, contributed to prevent the complete success of the attack. I cannot say the square was broken, but many men were out down in the ranks; and on going over the ground the next morning, I saw several of the 10th, and men of the French guards of which the square was composed, dead and wounded on the spot. The troops composing the square retired by descending into the hollow road, in front of which it was formed, and then proceeding up until it reached the high road beyond La Belle Alliance. In this attack, Major Howard fell at the head of his men, on the bayonets of the enemy; and a French general officer, who I was afterwards told was Count Lobau, was made prisoner by a man of the 10th. With respect to the guns I have mentioned, as having been attacked by part of the 18th, in the charge of that regiment, I must here notice a circumstance which, I have little doubt, Lieutenant-Gen. Sir F. Adam will recollect; and perhaps even the serjeant to whom it occurred may be alive, and can corroborate what I state. On returning over the ground on the morning of the 19th, at three o'clock, I saw a serjeant of the 52d marking many guns with chalk with the number of that regiment, and amongst others, the guns through which the 18th hussars had charged. I asked him by whose order he was doing that? and he replied, "By General Adam's, as they had been taken by the regiment to which he belonged, and which formed a part of the General's brigade." I pointed out to the serjeant two or three men of the 18th hussars, dead and dying by these guns, and also some French drivers dead and severely wounded by the sabre, as proof positive of what troops had taken them. I subsequently called to see my friend Sir Frederick Adam, who was wounded, and lying in a house in La Belle Alliance; and in the course of conversation mentioned the circumstance to him, at the same time observing, that as the battle had been fought by the whole army, so, I conceived, the guns were captured by the whole army; and that although, in the case in question, some of the troops under my orders had certainly been the first to pass through *these particular guns*,* I, for one, should not think of claiming them as the capture of my brigade; and in the sentiments thus expressed, he fully, as far as I recollect, coincided; and, I think, said, he was not aware of any such orders having been given. At the time, and since, I have mentioned the anecdote respecting the serjeant of the 52d,

* I by no means wish to take from the 52d the credit of having captured sixteen guns. When it is recollected how many were taken on that day, and, as it will be no doubt admitted, the gallant share the 52d had in the conclusion of the battle, it will readily be supposed that in the advance of this regiment it might have reached some guns before any other troops; all I contend for is the particular brigade of guns I saw the serjeant marking. I must, however, observe, that in going a second time over the ground, I saw "52d Regiment" marked on a *very large number of guns*.

marking these guns with the number of that regiment, to very many of my military friends, in talking over the events of the day. I have now only to conclude this too long account of the three attacks made by my brigade, by most solemnly asserting, that from the time Sir Colin Campbell left me until the period when the regiment in red was seen advancing, and the square was attacked by the 10th, with the exception of the small body of cavalry which passed my front on the plain, I did not perceive a single soldier of the allied army.

"The loss sustained from the compact square of the Old Guard was, however, avenged by repeated and effectual charges of Vivian's brigade, now strengthened by the remains of Vandeleur's, upon broken masses of fugitives of all arms on the ground between Rosomme and Mont Plaisir, and for three miles farther, to the neighbourhood of Genappe."

I have mentioned the only charges made by my brigade. About the time, or soon after the attack by the 10th on the square, I understand Vandeleur's brigade had passed my right, and, falling in with a large body of French infantry which had got together on the ground described between Mont Plaisir and Rosomme, attacked it and made a considerable number of prisoners, and, in so doing, received a severe fire and suffered much loss.

"The 52d, 71st, and the head of the Prussian columns met just beyond the farm of Rosomme; and at the same moment the Duke of Wellington and Marshal Blücher riding up together, from La Belle Alliance, the Prussians were ordered to continue the pursuit."

Prior to this, the 18th, in their pursuit, after their charge, had nearly reached the point here mentioned, and had met with some of the advanced cavalry of the Prussians on entering the road; and, I fear, in some instances, mistakes had occurred. I myself, the next day, saw several men of the 18th lying dead or wounded on the high-road, nearly as far as the farm mentioned. I had halted, and reformed my brigade in front of, and on the right of, the farm of Rosomme, when I was told the Duke of Wellington was on my left. I immediately rode to his Grace, expressed to him my congratulations on the glorious victory he had gained, and stated that the brigade was ready to move on in the pursuit; when his Grace said, that this was to be given up to the Prussians, his army having been, during the day, so severely engaged; and directed me to bivouac, which I accordingly did around the hamlet of Hilaincourt, the houses of which were filled with dead and wounded French.

"All the British had been already more or less engaged, and they had not, at the utmost, more than 35,000 effective men on the field, of which by far the greater proportion were either good troops exhausted from having borne the brunt of the action, or indifferent auxiliaries not to be depended on to face the fury of a French onset."

Here, of course, instead of "British," the word, I conclude, should be "allies;" for all the British at first did not amount to the number stated. At the period, however, of the advance, the numbers effective could scarcely have been within 10,000 of the numbers you mention. What with killed and wounded, and men sent to the rear to assist the wounded, and others who had left the field, the army at last was in truth a mere handful.

"It may be thought that even had the French succeeded in forcing the British centre, the Prussians would still have been sufficient to turn the tide of victory against them."

In the whole of the passage that follows this, too little seems allowed for the support and assistance of the Prussians on this great occasion. That the British and their allies fought most determinately, and held their position with a degree of obstinacy and courage with which Napoleon had never been before resisted, it must be admitted; but when it is considered how large a Prussian force came to their assistance, attacking the right flank and rear of the French, no military man can refuse to attribute to such assistance a considerable share in the brilliant victory that followed. Without such assistance the British might have held their ground, but the defeat of the enemy never could have been so complete.

"It is maintained that the following leading features are correct beyond refutation."

With respect to the inferences you have drawn, as indeed with anything you have stated, I have little to say, excepting only as regards the 6th brigade of cavalry; and touching them I have only here to repeat what has been stated in detail, that so far from that brigade merely coming to the support of the infantry on the field of the farm of Rosomme, as you describe, after the enemy had been driven thus far by Adam's brigade,—the 10th and 18th hussars had actually made two completely successful charges on the enemy before any other troops were to be seen near them; and that the third charge, made by a part of the 10th hussars, when some infantry appeared in sight on this part of the field, was the first instance in which we acted in conjunction with another body; and then, even according to your own showing, and as I have always in relating the circumstances stated, the hussars, besides being exposed to the fire of the enemy, suffered from that of their friends. Whether those friends were the 71st regiment, or a regiment of Hanoverians, I will not presume to say, but the impression on my mind has always been that they were Hanoverians.

With respect to the fifth inference you draw, as far as the 6th brigade of cavalry was concerned, not knowing exactly where the 52d regiment was, I do not pretend to dispute it. I state facts only as they occurred within my own knowledge,—facts that can be attested by many officers that were present, and who are happily still alive to tell the tale. And for my part, I never should have said what I now have, had I not fully coincided in the opinion you have expressed, that "the laurel should not be silently relinquished by those by whom it was really won." It is this feeling alone which now induces me to put in a claim for *a leaf at least* from off the *large branch* gathered on that day, to decorate the soldiers of the 6th brigade of cavalry.

* "It is even said that a regiment of German cavalry advanced to the charge upon another of British light dragoons with which it had been brigaded in the Peninsula."

The circumstance here referred to occurred to the 1st hussars of the German Legion, in advancing over the plain near Rosomme, after the last attack of the 10th. I then brought the 1st hussars to the front,

* The comments which follow refer to the technical remarks of Major Gawler, omitted, as we have elsewhere noticed, from want of space.—ED.

and the regiment was trotting across the plain, when suddenly we heard a large body of infantry and cavalry immediately before and advancing towards us. It was too dark to see at any distance; and but for the extraordinary steadiness of the corps, a mistake might have occurred, and very naturally so, as French voices were plainly distinguished, and preparations were made to attack. But it was soon discovered to be a part of the 11th light dragoons, of Sir Ormsby Vandeleur's brigade, which had charged a large body of the enemy, and made some hundreds of prisoners, with whom they were proceeding to the rear.

"The very great disadvantage of a similarity of appearance between British and foreign cavalry."

I have above explained the cause of the mistake which had nearly occurred with respect to the 11th light dragoons and the 1st German hussars. This had nothing whatever to do with similarity of dress; but I still quite agree with you in the advantage of a perfect distinction between the dress of our troops and those of foreign nations, and that distinction cannot be better maintained than by the British being clothed in the national colour—red, however much some may think it takes from the appearance of a part of our army.

"The very hopeless character of attacks of cavalry on squares of good infantry. The result of the charge of a part of Vivian's brigade upon the Old Guard added another to the innumerable facts in support of this principle."

The account I have given of the attack of the 10th on the square of French guard (which in fact was no failure, for although the square was not broken, it retired before the cavalry, not a man of whom gave an inch of ground, but kept constantly pressing on) can by no means be quoted as an ineffectual attempt of cavalry on infantry. The square was a very strong one, the attacking body very small, and the horses jaded by a tremendously long and fatiguing day. Nothing but the circumstances I have noticed of the advance at the moment of a regiment of infantry, and the excitement of victory, could at all have justified such an attack, and even under them I well know I have been blamed for making it. When it is taken into consideration that we were exposed to the double fire of friends and enemies, the wonder is that it was successful to the extent already stated.

With respect to attacks of cavalry on infantry, I shall not enter into a long discussion on a point so much controverted, and on which so much has been so well said by those more competent than I am to offer an opinion; but merely observe, that everything must, in my mind, depend on the circumstances under which such attacks are made. There is much in your arguments and calculations, but they do not apply to all cases, nor must they deter officers commanding bodies of cavalry from occasionally even hazarding more than prudence would perhaps dictate. Perfectly formed and steady infantry are very serious opponents to cavalry; but where infantry are suddenly assailed, or where they are in the least shaken by the fire of artillery or otherwise, a desperate rush on them by cavalry may succeed against the very best. You speak of firing on "such cavalry as have penetrated into the centre of a square." You seem to forget that at such a moment such a fire

would perhaps be as effectual against the square itself as against its assailants.

I shall only add one word more of my own to a letter already much too long. You have quoted from authorities in support of your statements; I must be permitted to do the same, and at somewhat greater length. You will observe what the French writers all say of the effects of the cavalry attack at the confusion of the battle: those who felt the blow may at least be supposed to know from whence it came,—and those accounts can only, for the most part, have reference to the charges made by the 10th and 18th hussars, and to that made at the very close by Sir O. Vandeleur's brigade.

Ever very faithfully yours,

R. II. VIVIAN, Lieut.-General.

I have read the foregoing letter, and also the journal from whence the details are for the most part drawn; and I can confidently assert, that the facts mentioned up to the period of my being wounded, which was in the charge made by the 18th hussars, are correct.

THOS. NOEL HARRIS,
Lieut.-Colonel.

QUOTATIONS FROM VARIOUS WRITERS UPON THE BATTLE OF WATERLOO.

1.

"Orders were given to the whole army to make one general advance. The cavalry brigades of Sir Hussey Vivian and Sir Ormsby Vandeleur had previously been moved to the rear of the right centre; and, as the allies advanced, they spread their line over the crest of the English position, and then charged down into the French columns, which were now in complete disorder."—*Captain Batty*, p. 110.

2.

"At half-after eight o'clock, the four battalions of the middle guard, who had been sent to the ridge on the other side of Mont St. Jean, in order to support the cuirassiers, being greatly annoyed by the grape-shot, endeavoured to carry the batteries with the bayonet. At the end of the day, a charge directed against their flank by several English squadrons put them in disorder. The fugitives recrossed the ravine. Several regiments near at hand, seeing some troops belonging to the guard in confusion, believed it was the old guard, and in consequence were thrown into disorder. Cries of *All is lost!* *The guard is driven back!* were heard on every side. The soldiers pretend even that, on many points, ill-disposed persons cried out, *Sauve qui peut!* However this may be, a complete panic at once spread itself throughout the whole field of battle, and they threw themselves in the greatest disorder on the line of communication: soldiers, cannoniers, caissons, all pressed to this point; the old guard, which was in reserve, was infected, and was itself hurried along.

"In an instant the whole army was nothing but a mass of confusion: all the soldiers of all arms were mixed pêle-mêle, and it was utterly impossible to rally a single corps. The enemy, who perceived this astonishing confusion, immediately attacked with their cavalry, and increased the disorder;

and such was the confusion, owing to night coming on, that it was impossible to rally the troops and point out to them their error. Thus, a battle terminated, a day of false manœuvres rectified, the greatest success ensured for the next day, all was lost by a moment of panic and terror. Even the squadrons of *service* drawn up by the side of the Emperor were overthrown and disorganized by these tumultuous waves, and there was then nothing else to be done but to follow the torrent.”—*French Official Report*.

3.

Another writer, after alluding to the last attack on our position by the Guards, says, “Death, or severe wounds, alone arrest their advance: but the knell of our defeat had tolled,—masses of the enemy’s infantry, supported by a numerous cavalry, to which we could no longer oppose our own, for it had been entirely destroyed, rushed furiously upon them, completely surrounded them, and summoned them to surrender,—their reply was, ‘*La Garde ne se rend pas—elle meurt!*’ From this moment no quarter is given, a desperate conflict ensues, and almost all fall under the cuts of the sabre and the thrusts of the bayonet.”—*Témoin Oculaire*, p. 60.

He then gives a long account of the total rout, and says, “the enemy perceiving the confusion of our troops, pushed forward a numerous cavalry in pursuit of them.”

4.

“The sun having set, we had no reason to despair, when the two brigades of the enemy’s cavalry that had not hitherto been engaged, penetrated between La Haye Sainte and General Reille’s corps. They were checked in their advance by the right squares of the Guard, but perceiving the disorder which prevailed on the right, they turned them. These 3000 cavalry, quite fresh, precluded the possibility of rallying. The Emperor ordered his four squadrons ‘*de service*’ to charge*, but their numbers were too few,—the whole division of the reserve of the Guard would have been necessary for this purpose.”—*Gourgaud*, p. 92.

5.

“In the meantime, the English brigade of cavalry which had come from Ohain with Fiehl-Marshall Blucher, proceeded along the Charleroi road, and penetrated between the 1st corps and the battalions of the Guard, which were retriving towards La Belle Alliance. This movement succeeded in throwing our troops into disorder; the 1st corps became completely routed; the 2d, the 6th, and the cavalry followed the example. Napoleon, the Marshals Soult and Ney, Generals Bertrand, Drouot, Corbineau, Flapaut, Labedoyère, Gourgaud, &c. had scarcely time to throw themselves into the square commanded by General Cambronne.”—*Victoires et Conquêtes*, p. 223.

6.

“The 52d and 71st English regiments of General Adam’s brigade soon put to flight the battalions which endeavoured to make a stand on the high road; and the cavalry charges dispersed all who attempted to rally.”—*Beauchamp, Campagne de 1815*.

7.

“The charges made by the enemy’s cavalry completed the disorder. All fled towards Charleroi,—there were no means of checking the torrent.”—*Napoléon au Tribunal de César*, &c. chap. xxii. vol. 4. p. 637.

* This must refer to the charge on the right of the 10th hussars, by some French cuirassiers.

8.

"A panic terror communicates itself to the neighbouring corps, which takes flight. The enemy's cavalry, which perceives this disorder, is let loose on the plain."—*General Count Drouet's Narrative*.

9.

"The appearance of the two brigades of cavalry commanded by Lord Uxbridge from the left to the main point of attack, greatly revived the spirits of the harassed troops. These two brigades removed so opportunely, were of the most important service."—[In *Booth's Battle of Waterloo* are various letters written at the time. This is taken from an anonymous writer, p. 6.]

10.

"As soon as the advance was ordered, Sir Hussey Vivian's brigade charged the squares, broke into one of them, passed the others, and drove away the cavalry and the artillerymen from their guns, leaving the squares exposed to the whole fire of the British army, now bearing down on them."—*Ibid*.

"The cavalry having put to flight the artillerymen, these destructive engines were silenced, and our infantry soon came in contact with the Imperial Guard."—*Ibid*.

11.

"The enemy pressed the centre of our line so heavily, that we were obliged to leave the left and form in line in the rear, and almost on the heels of the pressed infantry, and remained in that position for about a quarter of an hour, when the French gave way, and we charged, first the cuirassiers, then the lancers, and alternately became so mixed with the enemy, that the confusion exceeded all description, but terminated in the total defeat of the French."—*From the Letter of an Officer of the 18th Hussars, published in Booth's Account*.

12.

"At the same time [the arrival of the Prussians] two brigades of English cavalry, 6000 strong, recently placed in reserve on the road, and rendered disposable by the arrival of the Prussian troops, appear before us."—*Histoire de Napoléon, par Mons. Nourus*, p. 370.

13.

Again,— "Wellington takes advantage of the wavering he observes in the movements of our army, consequent upon Blücher's march, and pushes forward all his cavalry, which, not daring to attempt to penetrate them, turns the right squares of the Guard, in order to reach the extreme right, and penetrates between La Haye Sainte and General Reille's corps. All attempts to rally are completely frustrated."—*Ibid*. p. 372.

Again,— "The repeated charges made by the enemy's cavalry upon the broken and dispersed battalions, could not fail, in conjunction with the obscurity of the night, to complete the general confusion."—*Ibid*. p. 374.

14.

"Our cavalry, our infantry, already staggered by the defeat of the middle guard, were afraid of being cut off, and made a precipitate retreat.

"The English horse skilfully availing themselves of the confusion which this unexpected retreat had occasioned, pierced through our ranks, and threw them into complete disorder."—*Fleury*.

NARRATIVE OF CAPT. ROSS'S FIRST VOYAGE OF DISCOVERY.*

BY AN OFFICER EMPLOYED.

On the 3d of August we approached a dark perpendicular cliff, which was easily recognised as Baffin's Cape Sir Dudley Digges, and near it Wolstenholme Sound, with the island in the centre. The cape, which he placed in the latitude of $76^{\circ} 36'$, we found to be in $76^{\circ} 10' N.$, (as near as we could judge by the distance we were from it,) and longitude $64^{\circ} 30' W.$: as for longitude, old Baffin did not favour the world with any for these parts; and with regard to the difference in the latitude, it cannot be considered as any thing extraordinary, if we remember that in those days the artificial horizon was unknown, and I should think the true one was but rarely seen: this accounts, I imagine, for Baffin's giving no longitude; indeed, without horizon, it could have been no easy matter to ascertain the true longitude in a part of the world where the degree measures but fourteen or fifteen miles. We began now to perceive that we were beyond the limits of the yearly visits of the whalers by the tameness of the birds; flocks of a species of diver, about the size of a pigeon, flew and swam in all directions; it will give an idea of their numbers when I state the fact of my shooting in an hour and a half (our middle watch) 220 of these birds, out of a boat rowing round the ship; nor did the whales appear so shy as we found them to the southward.

On the 7th we were closely beset with ice, when a fresh breeze sprung up, accompanied by a thick fog and heavy snow. We lay at the time close to the stern of the *Isabella*, in a small lane of water, between two immense fields of ice in motion, one passing the other with much rapidity, and rubbing the sides of the ships as they passed; it was soon discovered that our situation was very critical; the anxiety lest the floes should close, instead of run past each other, was very great, for in that case the ships must have been instantly crushed. About the middle of the day the wind freshened, the snow thickened, and the ice quickened; nothing, however, could be done, except putting out some additional ice-anchors; at this time the floes passed rapidly, and rubbed the ships terribly. At one P.M., the *Isabella's* bow was caught by a projection of the ice, which tore away all her anchor tackling, and she was forced past the *Alexander* with a dreadful crash: the edges of the ice fortunately gave way a little to the pressure, and the strength of the ships enabled them to withstand the shock of this unlucky rencontre; and most probably this very strength,† at this particular period, saved the whole expedition from destruction: as it was, our ship suffered very severely, having had six of the lower shrouds torn from the chains on the larboard side, and the cross jack yard, the jib boom, the boat's davits, and the bower anchor stock carried away, besides much of the larboard bulwark; it is surprising that the masts did not go by the board at the same time. The remainder of the day was employed in putting to rights, (as much as could be done for security,) and watching the ice which still ran past, without, fortunately, closing any more. Towards midnight, the danger still continuing, and the weather not mending, the crews were sent upon

* Concluded from page 189.

† The ships were doubled throughout, and their solid bows were further defended by strong iron plates.

the ice to saw a dock for the ships; this work had continued two or three hours, when the fickle ice took another direction and rendered our labour vain; in the mean time the wind had increased with heavy snow, and the weather continued very thick and bitter cold. At four A.M., the crews were re-embarked to warp the ships ahead, the ice having left us a little more room. At six, the limits of our little sea having increased, and the weather appearing at length to improve, we cast off from the floe, under double-reefed topsails, and sailed about to observe the drift of the ice. A meal of Donkin's preserved meat was now issued, with a dram to every man, and I doubt much whether the Temperance society could have suggested anything better at this particular moment. After this most salutary refreshment, the crew (except the watch) were sent to bed; of course all hands were much exhausted, yet it was pleasing to see with what cheerfulness and alacrity every man did his duty: the officers, too, showed a laudable example, by laying in to the capstan bars when warping, and joining in the chorus of the men, and hauling away on the jigger of the ice-saws. The weather cleared up during the forenoon, and we saw the bleak hills of Greenland again; at the same time, the ice, taking a direction towards some large icebergs to leeward, left us more room and more safety, and in the evening we anchored to the land-ice near the Isabella, and lay very quiet. What a contrast between this night and the last!

Early the next morning, just as we had cast off following the motions of the commodore, some of the crew heard distant shouting on the ice: at first it was supposed some straggler from the ships had been left behind, but upon taking a spy-glass, people dressed in skins were discovered at some distance, with sledges and dogs. A signal was made to the Isabella, who put about, and both ships hoisted their colours and shortened sail. Captain Ross sent a boat with our Esquimaux, (his arm still in a sling,) who carried a white flag at the end of a boat-hook staff, to endeavour to get near them, but they fled at his approach. Curiosity was now much excited, as we were supposed to be far beyond the habitations of men. The only navigator who had been thus far before us had seen none; and the Esquimaux to the southward had no knowledge of beings inhabiting the regions to the northward of them. Captain Ross was therefore very anxious to have some communication with these people, and to that end he despatched Sackhouse a second time, to leave a few baubles on the spot where they had been, and to tie one of our Esquimaux dogs to a stake there, leaving catables within his reach; all this was meant to show that we were friends, and to encourage them to come nearer the ships. When the boat returned, we made sail away, and next morning, the 10th of August, the ships stood again towards the land-ice, when we had the gratification of seeing several sledges drawn by dogs, with one person in each, driving about the ice. Sackhouse was immediately despatched alone towards them, whilst the spy-glasses from the ships were in constant requisition. When he approached, the strangers quitted their sledges and placed themselves in a posture of defence; and, when arrived within speaking distance, he exhibited his presents, and was surprised to find that he could make himself understood by them, and that he could, in consequence, comprehend them, (not, however, very perfectly.) This circumstance seemed convincing proof that this tribe had been cut off (at some remote period, beyond

the reach of tradition) from their brother Esquimaux and from their fellow-men; for although they spoke (in a way) the language of Greenland, yet they supposed themselves the only inhabitants on earth. After some palaver, touching the appearance of the ships, which they called monsters, Sackhouse enticed them to follow him, and actually persuaded them to approach the ships, not, however, without stopping several times on the way, and pausing ere they drew too near to such frightful animals. Captain Ross, with most of the officers, now went forth to meet them, and shook hands with some of them, (a friendly salutation which they did not at all comprehend,) and brought them on board his ship, when all was wonder and amazement. This party consisted of nine men, with their sledges and dogs; they were clothed in seal skins, from the crown of the head to the sole of the foot, were rather low of stature, had very little hair on their skins, dark countenances, with small eyes and broad features, and thick matty coarse hair. From the look of their persons and the smell, the seal oil must be in great requisition among them, not only, I fancy, as a delicious beverage, but as a superlative Macassar for rubbing their dirty carcasses and wigs. Their dogs were much the same as other Esquimaux dogs, and their sledges were made of the bones of seals, fastened together with slips of skin; the traces and the whips were also made of the same materials. The first astonishment of these people on board was very amusing; they went about the decks wondering at every thing they saw, and laughing and chattering like so many mad men. If they had tumbled from the moon, (from whence they supposed us to have dropped,) they could not have been more amazed than they were at every step. It was evident that they had never seen a ship before, nor, indeed, wood in any shape. They were taken below and shown the cabins, where some biscuits were given them, which, upon chewing, they found too dry, and the rum they found too strong, and the salt junk was not juicy enough for their palates; a bit of their own delicious meat was then shown us, and eaten up by them with much avidity, no doubt to show its superior quality; this was a piece of raw seal's flesh dried by the sun, quite black, and looking for all the world like a slice of fungus. Upon seeing a glass upon the table, one of them rubbed it with his hand, which Sackhouse gave us to understand was because he supposed it ice, and wondered it did not thaw. Stamping upon the deck, to hear the hollow sound of the wood, and pulling a drawer in and out, gave infinite satisfaction. When shown a looking-glass, their antics resembled those of monkeys; but there would be no end in describing the astonishment of these sons of nature at all they saw during their visits to the ships; each day added fresh amazement, and, consequently, increased the amusement of all who witnessed it. They, however, showed some thievish propensities: one fellow was seen quietly walking off with the armourer's hammer; another had very cunningly got one of the telescopes thrust between his jacket and his skin, with one end visible; whilst a third had a penchant for Captain Ross's razors; they were, however, bungling thieves, and easily detected. Notwithstanding the snow and bad weather, these people (in different tribes) paid us four or five visits during the few days we remained here, and all that could be gleaned from them (through the imperfect medium of our Esquimaux) was gleaned in the way of information. It appeared that

they had come thus far south in quest of seals for their winter provision; that their tribe acknowledged a chief; and that they burrowed or wintered to the northward (pointing in that direction) at about the distance of two days of sledge travelling. They were also questioned as to religion, but to very little purpose. Wwood appeared to be the god of their idolatry, after we became acquainted, even to scrambling for a chip, thereby imitating many of their more enlightened fellow-mortals; with this only difference, that these latter worship gold instead of wood. They had with them a few spears, (awkward-looking things,) made of the bones of the sea-unicorn; and some curious-looking knives; specimens of both were obtained, as was also a sledge, in exchange for baubles, bits of wood, and an old rifle; the knives (which they carried in their boots) were made of bone, with a groove or fissure cut along one edge, in which several pieces of iron (beat flat) are inserted, forming a very uneven edge, but tolerably sharp. Upon seeing these knives, we were all puzzled as to how they came by the iron: some thought it was obtained from a wreck; but, upon close inquiry, the natives gave us to understand, that there were two masses of it to the northward, but whereabouts we could not comprehend, and that they knocked bits off with stones as they wanted it, and beat them into shape to suit their purposes; in short, it was discovered that this was actually pure iron. It is rather remarkable that we did not see a single woman amongst the different parties that visited us; the men were often asked the reason, but gave none, and promised to bring their wives next time, which next time never came; can it be that jealousy (dire curse!) held sway over humankind even in this cold and obscure corner of the globe? Previous to quitting these people, they were asked if any would like to visit England, promising them faithfully that they should be brought back in safety; none, however, could be prevailed upon to go, although Sackhouse described the houses and comforts in glowing colours, which must, in his mind at least, have formed a vast contrast with what we beheld here:—the land hid in perpetual snow; the sea covered with ice; man buried during half the year, and the other half a wanderer in search of food; dividing his inheritance with the untamed bear, and cut off from his more luxurious fellow-man; and yet, with all this, they seemed satisfied with their lot, and so we left them to enjoy it in their own way. While on this subject, I ought to mention that Captain Ross often expressed his determination of re-visiting these parts, if he ever commanded an expedition again; whether he was still of the same mind upon his departure with the steamer, I know not, but I think, at all events, a vessel should be despatched to make inquiries. I had written a letter volunteering my services for this purpose, (when the papers spoke of an expedition about to be equipped,) when lo! the next news which arrived brought the intelligence that it was to be a land expedition fitted by subscription, (a sort of Joe Hume economy, which I thought unbecoming.) Now, as I am no great tramper, I quietly put the letter in the fire, wishing, at the same time, every success to our old

- friend George Back.

On the 16th of August, the ice cleared away to the northward and allowed us to proceed. After a few hours' run we rounded a point, which the natives called "Sichilik," and perceived the sea clear of ice beyond it. A boat was sent on shore in passing, and the remains of an Esquimaux

hut was seen, and concealed stores of dead birds (no doubt hid away for winter stock) were found, and left undisturbed. The next day we discovered a tide ebbing to the southward twenty inches perpendicular in one hour and a half; (by the water-mark of an iceberg.) We were surprised also to observe much less snow upon the land than heretofore, and some of it of a light red colour, which had a singular appearance; a boat was sent for some of this, which was bottled up and sent to England. This was the celebrated red snow that puzzled some of our knowing ones upon our return. On the 19th, we approached a group of islands, about eight in number, which were supposed to be Baffin's "Carey's Islands;" soundings were obtained about five leagues to the southward of them, in 350 fathoms, muddy bottom. The dip of the needle was also tried upon an iceberg, and found to be 86° ; the variation was 102° W., the latitude $76^{\circ} 30'$ N., and longitude $73^{\circ} 30'$ W., the compasses very lazy and very troublesome. The next day we reached the top of Baffin's Bay, and although we did not actually trace the land quite round the top of it, from the distance of the ships in passing it, yet no doubt was left upon any one's mind, by the trending and appearance, and also by the small corner without land, that there was no passage here. This night the glorious sun just dipped its lower limb below the horizon at midnight, and then began majestically to rise again, and beautifully large it looked; the latitude it gave was sufficiently correct for common purposes, and this was perhaps the first time that the latitude observed was ever obtained without instrument. A thick fog on the 21st and 22d checked our progress to the southward, and obliged us to make fast to an iceberg, when we sounded in 103 fathoms, mud and shells. Here we obtained a few good observations with the artificial horizon, by which we found the longitude to be $77^{\circ} 15'$ W., and the variation 107° W. This iceberg was very large; it formed two ridges or hills, with a long valley between, one end of which sloped gradually to the sea, and made a good landing-place for boats. The crews had a good lark here, rolling, sliding, and tumbling down from the ridges into the valley below, and some of them looked like living snowballs by the time they reached the bottom. Captain Ross ordered a tin case to be buried here, (with a directing-post stuck up to show the spot,) containing a brief account of our progress. On the 23d, after divine service, (which was regularly performed every Sunday, Mr. Parry, assisted by Mr. Hooper, the purser, reading the prayers,) we cast off, and made sail along the west coast of Baffin's Bay towards the south. This land was very high and much covered with snow, and the valleys were filled with ice to an enormous thickness, forming extensive glaciers projecting into the sea. I had often wondered by what evolution of nature such immense lumps as the icebergs could get into the ocean, but, upon seeing these projections, my wonder vanished; I could readily conceive the accumulation of ages upon these masses until the weight of the outer end broke the berg, and separated it from its parent valley.

Notwithstanding the almost continued fogs and mists with which we were troubled for the next seven days, we managed to crawl to the southward along a high and rugged coast, with its proportion of bluff points, and bold capes, and sugar-loaf hills, until the 30th of August, when we discovered the mouth of a deep inlet, which, by the latitude,

answered to old Baffin's "Lancaster Sound," that sound since so celebrated. This night also we saw a few stars about midnight; these were the first seen since our entry within the arctic circle. The next day the hopes of every one were raised upon seeing the ships running up a fine inlet or gulf, broad and deep; in the afternoon, however, the *Isabella*, who was three or four miles ahead of us, tacked and stood out again, and, on passing us, Captain Ross said that land had been traced round the bottom of this sound; the *Alexander* was in consequence put about, and followed the *Isabella*'s motions. This was an unfortunate resolve of our gallant chief: it was, no doubt, the strongest conviction which led him to create the Croker Mountains, and to give up so hastily the bright prospect that now lay before us; but it was a fatal precipitation, which robbed him at once of the glory of his enterprise when nearly gained, and decked another's brow with the laurels which should have adorned his own. Captain Ross, no doubt, was satisfied himself that he saw land at the bottom of the inlet; but at the least, in a case of so much importance, he ought to have satisfied others, or, at all events, consulted others, previous to taking so decisive a step as leaving the place without exploring farther; on the other hand, I must here observe, in justice to him, that I firmly believe, and always did believe, that the least representation at the time, from certain quarters, touching the doubts which existed as to "Lancaster Sound," would have been immediately and effectually attended to; instead of which, Captain Ross heard nothing of a difference of opinion until he had the mortification to hear at Shetland, upon our return, that there existed charts and other documents in opposition to his. I know it is a very delicate thing for an inferior to take upon himself to advise or remonstrate with a superior, but I think the emergency of the case demanded at the time, and before the man himself, some expression of feeling different from, and certainly more becoming than, the display of discontent or the murmurings of disappointment.

On the first of September the ships hove to, near the south side of the entrance to Lancaster Sound, and a boat from each ship was despatched under the orders of Mr. Parry to visit the shore. In the evening the boats returned with some specimens, amongst which was a white hare and a weazel; traces of the reindeer were seen, and the bones of several whales found upon the shore. A union flag was planted upon an eminence, and formal possession taken of the country in the king's name. Whilst the boats were on shore, the *Isabella* sounded in 1000 fathoms, four or five miles from land, and obtained from the bottom, at that enormous depth, two or three pounds of soft mud and broken shells. As this is perhaps the only instance ever known of striking soundings in such deep water, it is necessary here to state, that the machine used was called a "deep-sea clam," and, I believe, was an invention of Captain Ross's; it was made of iron, and weighed about two cwt., was nearly the shape of a pig of ballast, hollow in the middle, and the bottom was divided into two parts or clais, which shut upon striking the bottom, scraping up and enclosing part of the soil at the same time; the line used was whale line, a very fine and very strong two and a half inch white rope. I happened to be on board the *Isabella* at the time, and felt the clam strike the bottom very distinctly; it took the crew a considerable time to pull it up again, not so much from the

weight as from the long string of line to haul in; close to the clam hung a star-fish of very large dimensions, with one of its arms entangled round the rope; it was got in without damage, and preserved upon a square board to the full extent of its arms. This beautiful specimen I had the satisfaction of seeing some years after in the British Museum. On the 10th, after coasting along a bleak and barren shore, we reduced our latitude to $70^{\circ} 40' N.$, and decreased our variation to $86^{\circ} W.$; the soundings all these days were very irregular. A rumour now reached our ship of the commodore's intention of returning home.

During the day we were surprised at the appearance of two large bears swimming about the ships: one was shot and sunk before the boat could secure him, but the other showed fight, and afforded some sport. Upon the boat's pushing off to the attack, he swam away at a brisk rate, pursued by the boat; when he found, however, that he could not go fast enough, he turned upon us, and tried to grapple the boat's gunwale with his huge paws. The mate made a thrust at him with a whale lance, but it turned off from the shaggy coat harmless and quite bent. He now tried hard again to get hold of the boat, and seized the steer oar, which we made him a present of; as for boarding-pikes, which we happened to have, they were of no more use than tobacco pipes to boom the fellow off, for they were as easily broken, so we thought it best to sheer off a little to repair damages. We soon put the lance to rights, but upon feeling for ammunition not a cartridge could be found, Mr. Fisher had fired away the only two he had, in the chase; however, as another boat was approaching fast, we pulled again to the attack with our lance. This bothered the bear, by dividing his attention, for when he turned upon the boat just come under the orders of Mr. Nias, he received a home thrust near the tail from our lance, that soon dyed the sea with his gore. His growling all the time was dreadful, but now his groans and yells were hideous, and his fury knew no bounds, turning first upon one boat, then on the other; but we knew it could not last long, and remained quiet, watching for the moment to seize upon him. As soon as he died, we towed him to the *Isabella*, where he was properly stuffed and preserved for the British Museum, and there he may still be for aught I know. This monster measured seven feet eight inches from the snout to the tail, and six feet round the body: the weight was near twelve hundred pounds, and the claws were two and a half inches long; no wonder he left such visible marks on the boats' sides when he tried to board.

Next day we passed a very large iceberg, a part of which fell off, making a rumbling noise like distant thunder; a boat was sent to it, and its dimensions taken; it measured upwards of two miles in length, very near two in the broadest part, and was fifty-one feet high. A young bear was seen upon it, (how he got there heaven knows,) who, upon seeing the party, ran to the edge and jumped into the sea. On the 15th of September we passed a fine bluff cape, with some shoals off it, on which were several icebergs aground; there was much sea here, and the water appearing shoal, we tried for soundings, and found twenty-two fathoms, rocky bottom; this cape, I afterwards learned, Captain Ross did me the honour to name after me. After this we experienced much disagreeable weather, with snow, and the nights getting longer was worse than all. It is true, the stars, when in sight, shone remark-

ably bright, and the *aurora borealis* relieved the darkness by its vivid flashes, but yet the navigation is at all times perilous amongst ice at night, from its being so difficult to recognize.

The ships now went on towards the south, homeward bound ; nothing remarkable occurring until the 9th of October, when we had fairly launched into the Atlantic again, and left bleak Greenland behind us. A dreadful storm came on ; the wind was fair, but we could not steer, and, consequently, we were obliged to broach to under bare poles, and let the ship drift near twenty-four hours at the mercy of the wind and waves. I shall never forget the extraordinary brightness and vivid wildness of the *aurora borealis* throughout this dreadful night ; it flew about in all directions like flakes of living mist, as though a sun-beam had darted through and tinged the scud with light. All hands remained on deck through the night, and nothing was heard except the dismal howling of the tempest and the splashing of the sprays over the ship. When morning came, we perceived a lump of ice close under the lee-beam ; this was rather trying to people in our condition, whose ship was under no control. Providence, however, drove us clear of the danger, and strongly proved to our grateful minds, that there's

A sweet little cherub that sits up aloft,
To keep watch for the life of poor Jack.

About nine, the storm began to abate, the ship was got before the wind, under close-reefed fore top-sail, the main-brace was spliced, an extra meal issued, and the watch called. This gale separated us from our companion the *Isabella*, and, notwithstanding letting off rockets every night, we did not meet again until we reached Shetland. Our decks were also pretty well cleared by the seas, and the boat on the booms stove, besides having the one on the lee-quarter washed away altogether ; this was the boat whose sides bore such evident marks of the bear's claws. For some days after this storm, the men came down from aloft looking like so many millers, from their clothes rubbing the salt off the rigging, which was white up to the top-mast heads, the spray having washed clean over all. On the 23d we saw the *Feroe* islands, and on the 30th arrived at Shetland, where a few hours after the *Isabella* also arrived, and very glad we were to meet again all safe. The people of Lerwick welcomed us back with much hospitality and kindness. After remaining here some days, putting the ships to rights, we sailed for old England on the 7th of November, and on the 13th anchored in the Humber. Here Captain Ross left us for London, with a cargo of logs, journals, and other documents, stowed away in a post-chaise ; each officer's lot being separately packed and sealed up. The ships then proceeded to Deptford, and were paid off on the 17th of December, after having been eleven months in commission, and six from Shetland to Shetland.

ON STEAM NAVIGATION.*

THE Newcomen engine is not without objections, if critically tested by the experience of the present day; but still it is a noble effort of mechanical genius, and the legitimate parent of the machine whose power seems unlimited: for it is obvious that by enlarging the size of the cylinder, the atmospheric pressure upon it may be made to exceed, in any required degree, the weight of the column of water to be raised. Soon after this important invention, engines were proposed with pistons to be actuated by the expansive force of steam only, without the vacuum. But the numerous alterations which have been made since the patent of Newcomen, although they have required much ingenuity, and have made prodigious accessions to the convenience of the machine, can only be considered in the light of improvements, the intention of which is to produce the greatest quantity of moving force with the least possible consumption of fuel. Amongst these must be particularly noticed the engines introduced by the ingenious Mr. Watt, now in general use, which are actuated both by the pressure of steam and the vacuum acting at the same time upon the opposite surfaces of the piston. It was not the mere mechanism of the engine that attracted the attention of that gentleman, but its principle of action. His first experiments were directed to the prevention of the radiation of the heat of the cylinder from its outside; and this was followed by the beautiful and philosophical contrivance of the *condenser*, by which as perfect a vacuum as could be required was produced, without at all lowering or affecting the temperature of the steam cylinder.

In this stage the steam-engine, from the varying velocity of its up-and-down strokes, and its irregularity in other respects, had baffled all attempts to apply it so as to give rotatory motion to machinery. But the indefatigable mind of Mr. Watt was again directed to the object; and he devised a means of making the steam act alternately above and below the piston, while the vacuum was in like manner made to change places; thus constituting a completely double engine in the same magnitude. This philosophical engineer moreover introduced equal force and velocity at a quarter of the expense of fuel, and discarded the counterpoise weights, so that the motion of the machine was produced by the steam alone acting within the cylinder.

The improvements of Watt were followed by those of Hornblower, Trevethick, Woolf, Maudsley, Gurney, Fulton, and many others, in so much that upwards of 400 patents have been taken out, and the engine has become almost a "thing of life." Who, indeed, can examine the action of the condenser, and its appendage the *blow-valve*, by which the first vacuum, for overcoming the friction and starting the engine, is produced, or the centrifugal divergence of the *governor*, without fully feeling such an impression! And if the beam shall ever be dismissed, and a rotatory motion obtained, the triumph over inertia and friction will raise the wonder still higher. The experiments of Perkins, who carried high-pressure steam to a much greater extent than any one had dared to do before him, proved an extraordinary and unlooked-for

* Concluded from p. 209.

phenomenon. He found that the elastic force of steam is not infinite with increase of heat,* but that it is limited to the amount of 56,000 lbs. on the square inch; and, consequently, if the vessel is sufficiently strong to resist this pressure, no fire that can be applied to it will be capable of producing steam that would cause explosion, even were the water made red hot.

It will thus be seen that the steam-engine, as now constructed, is not the work of any single individual, but the aggregate product of the exertions of the most eminent engineers who have flourished during the last century; illustrating the logical rule—*Causa causæ est causa causati*.

Such being the engine, its capability of universal adaptation was soon obvious; and the next important epoch in the history of the mechanical arts is its being rendered subservient to navigation. We pass over the story of Garay and his "*vapour-boat*," in 1543, as untenable, in order that we may let in full daylight upon a discovery which, from shortening distance by increased celerity and certainty, has already multiplied the intercourse of the human race in all countries.

The idea of propelling vessels by the action of wheels, instead of oars, must have frequently occurred in all ages; but one of the first books in which the method of effecting this on a large scale was expounded, is "*De Re Militari*," by Valturius of Rimini, published in 1472. Captain Savery, in 1698, also described a machine for rowing a ship in calms by paddle-wheels placed at the vessel's side; and it is remarkable that this same kind of wheels, now actuated by steam-engines, is the only method, among an infinite number of others, which to the present time has been found to answer the purposes of propulsion. In 1702 the same ingenious sailor mentions the application of his steam-engine to a ship; but, from the slightness of the notice, it is uncertain whether he intended it for anything more than pumping out leakage water.

This was the state of the question till 1736, when a patent was taken out by Mr. Jonathan Hulls, "for carrying vessels or ships out of or into any harbour, port, or river, against wind and tide, or in a calm." This is clear and explicit, and was moreover explained by a pamphlet with a remarkably distinct engraving in illustration. This now lies before us. A sort of lighter or tug is represented taking a two-decker in tow, who has her sails furled, and, from the direction of the flag and pendant, is seen to be moving against the wind. In the centre of the tug rises a chimney, smoking as if over an ardent fire; and in the stern-sheets is an engine, which appears to actuate two paddle-wheels fixed to spars abaft each quarter. An inspection of this print, and a perusal of the pamphlet, would convince the most sceptical reader as to the real inventor of the steam-boat; and the claims of the Marquis de Jouffroy, who in 1781 constructed an experimental vessel at Lyons, must be limited to the carrying into execution the proposition of another; but he is entitled to great applause for the attempt, inasmuch as the French were discouraged by the declaration of Bernouilli, who, in an essay which gained the prize of the Academy at Paris in 1753, stated his belief, that the steam-engine, however improved, would never be advantageously applied to maritime purposes. Rumsey and Fitch, two Americans, also competed for the honour of being introducers of

the new navigation; their records, however, are dated four years after those of the Marquis. But the first person who indisputably had the merit of successfully and practically applying the power of the steam-engine to the propulsion of shipping, was Mr. W. Symington, who fitted up a *steamer* for Mr. Miller, of Dalswinton. This gentleman had constructed a *tug*, something like that proposed by Hulls, in 1789; but it was not till after many expensive experiments that he accomplished the vessel in question. He thus describes it:—

“Having previously made various experiments in March, 1802, at Lock No. 20, Lord Dundas, the great patron and steam-boat promoter, along with Archibald Speers, Esq. of Elderslee, and several gentlemen of their acquaintance, being on board, the steam-boat took in drag two loaded vessels, *Active* and *Euphemia*, of Grangeworth, Gow and Espline masters, each upwards of seventy tons burthen, and with great ease carried them through the long reach of the Forth and Clyde canal, to Port Dundas, a distance of $19\frac{1}{2}$ miles, in six hours, although the whole time it blew a very strong breeze right a-head of us, so much so that no other vessels could move to windward in the canal that day except those we had in tow; which put beyond the possibility of doubt the utility of the scheme in canals or rivers, and ultimately on open seas:”

Notwithstanding the success of the experiment, objections were raised by the proprietors of the navigation to the use of the steam-boat, lest the banks of the canal should be injured by the undulating wash of water occasioned by the paddles. The Clyde, however, held out singular inducements to the adoption of so improved a means of communication between Glasgow, its two ports, the western Highlands, and the Hebrides. Accordingly, in 1812, the *Comet*, a steamer of 25 tons, was launched by Mr. Henry Bell, to ply on that noble frith,—an example which was soon followed there by many more; and the increase over all parts of the empire has exceeded the most sanguine expectation. They are mostly fitted with low-pressure engines, as less dangerous than when the motion is effected solely by the expansive force of the steam.

In the meantime the Americans had not been idle lookers on: the general principles and mutual relations of the engine and the elements were widely studied, and the mighty rivers of that vast continent were the first scene of profitable steam navigation. We therefore give our trans-Atlantic brethren full credit for the zeal and public spirit with which they achieved so successful a practice; but to put their claim to *originality* in a fair light, we must again refer to Mr. Symington.*

“When engaged in these experiments in 1802, I was called upon by Mr. Fulton, who very politely made himself known, and candidly told me that he was lately from North America, and intended to return thither in a few months, *but, having heard of our steam-boat operations, could not think of leaving this country without first waiting upon me, in expectation of seeing my boat, and procuring such information regarding it as I might be pleased to communicate.* He at the same time mentioned, however advantageous such an invention might be to Great Britain, it would certainly become more so in North America, on account of the many extensive navigable rivers in that country; and as timber of the first quality, both for

* In the following extract we have taken the liberty of marking several passages in italics, as bearing very hard upon the mistaken advocates of Fulton. This ingenious man deserves a high meed of applause for the innovation he made in American navigation; but it is plain that he was a keen observer, and not a discoverer.

building the vessels and also for fuel to the engine, could be purchased there for small expense, he was decidedly of opinion it could hardly fail in a few years to become very beneficial to trade in that part of the world; and that his carrying the plan to North America could not turn out otherwise than to my advantage; as, if I inclined to it, both the making and superintendence of such vessels would naturally fall upon me, provided my engagements with steam-boats at home did not occupy so much of my time as to prevent me from paying any attention to those which might afterwards be constructed abroad.

"Mr. Fulton having thus spoken, in compliance with his most earnest request, I caused the engine fire to be lighted up, and in a short time thereafter put the steam-boat in motion, and carried him from Lock No. 16, where the boat then lay, four miles west of the canal, and returned to the place of starting in one hour and twenty minutes, to the great astonishment of Mr. Fulton and several gentlemen who, at our outset, chanced to come on board.

"During the above trip, Mr. Fulton asked if I had any objection to his taking notes respecting the steam-boat? to which question I said, NONE; as I considered that the more publicity was given to any discovery intended for general good, so much the better; and having the privilege secured by letters-patent, I was not afraid of his making any encroachment upon my right in the British dominions, though in the United States I was well aware I had no power of control. In consequence, he pulled out a memorandum-book, and after putting several pointed questions respecting the general construction and effect of the machine, which I answered in a most explicit manner, he jotted down particularly everything then described, with his own remarks upon the boat, while moving with him on board along the canal: but he seems to have been altogether forgetful of this, as, notwithstanding his fair promises, I never heard anything more of him till reading in a newspaper an account of his death.

"From the above incontrovertible facts, which can be corroborated by a number of people of respectability living at this day, it is very evident that commerce is not indebted to North America for the invention of steam-packets; it being hereby established, beyond the possibility of doubt, to be truly British, both in idea and practice, and that Mr. Fulton's steam-vessel did not make its first appearance in the Hudson river earlier than 1806 or 1807, four years at least posterior to his having been on board the Charlotte Dundas steam-boat, and minutely examined it, when at work upon the Forth and Clyde canal, and eighteen years later than the date of the first experiments made by me upon steam-boats, on the lake at Dalswinton, Dumfriesshire, in Great Britain."

The first American steam-boat of power was launched at New York, on the 3d of October, 1807, after which date they multiplied rapidly, and were found on all their rivers and coasts. Besides enormous passage-boats, they have extended the principle to ships of war. The first steamer which they sent across the Atlantic was the Savannah, of 350 tons. She arrived at Liverpool on the 20th of June, 1819, in twenty-one days from land to land, during eighteen of which her engine was going. As the distance is not much short of 4000 miles, she must have averaged nearly 200 miles per diem.

The elements were now conquered, as it were: steam-packets were seen running in all the home seas; and at length, in 1825, a passage was effected from London to Calcutta, by the Enterprise, which vessel arrived in India just in time to render the most essential service to the Burmese expedition.

The engines used for maritime purposes are the condensing or low-

pressure forms, by which more fuel is expended, but greater safety insured, than under high-pressure; the former, in case of bursting, confining its effects almost to the room which contains it, but the latter explodes like a bomb-shell, and scatters devastation around. High-pressure, however, is gaining ground, and it is hoped that so improved an experience of its management will follow as to lead to its general adoption. The principal difficulty at present lies in the boilers; for the necessity of using sea-water occasions a rapid destruction of the metal by the precipitation of muriate and sulphate of soda which occurs, the incrustation of which, in spite of "blowing off," cannot but have the effect of oxidating the surface. Economy in the consumption of fuel is also as yet but little understood; and the feeding of flues, so as to retain the steam at a uniform temperature, requires judicious management in a floating engine-room. A day may arrive when the boilers will supply themselves with fresh-water of their own distilling, and then tubes and high-pressure may be introduced into steam navigation with safety and economy. Mr. Gurney has greatly improved the boilers by making them consist of three cylinders, in communication with each other, and the upper one, by far the largest, to receive the whole of the steam. The safety-valve was deemed insufficient, as it defends only against too great a pressure of steam, whilst there is another liability to explosion from there being too little water in the boiler, when, under certain circumstances, the water becomes decomposed, and the hydrogen entering into a new state of combination with the oxygen and nitrogen gas, forms a highly explosive compound. The protection against this is a "safety-plug," which, being made of an amalgam that melts at a temperature lower than what is requisite for decomposing water, lets the dangerous gas escape.

Some of our officers consider that the revolution in naval warfare, now effecting by steam-ships, may not be of so sweeping a nature as we have ventured to predict, but rather that they will become merely an auxiliary force to the line-of-battle—towing up the tardy, placing the fighters broadside on, and rescuing the disabled. But in our view of the case, it is not merely the system of tactics which is changing, for the whole arcana of attack and defence, the principles as well as the practice, may experience an alteration; yet it is one which will give the most civilized nations the greatest advantage, and the superiority of knowledge to physical power will be more remarkably exemplified than ever. Perkins's steam-gun, which any one may see in constant activity in Adelaide Street, discharges, with a power exceeding by one-fourth that of gunpowder, a current of seventy balls against an iron plate, in four seconds, and can be recharged and redischarged with wonderful rapidity, propelling the balls singly or in volleys. Then, again, the powers of boiling water will interrupt boarding, especially if Cæsar's advice be followed, "to aim at the faces."

General Girard, after the exhibition of Perkins's gun, made a little battery of six muskets, to be loaded and shot off by steam, asserting that he had invented it in 1814; but as this was not made known till 1824, the story is rather marvelled at than credited. Mr. Watt had considered the subject of steam-artillery before the General was born; and it is nearly thirty years since Hornblower constructed a copper tube which he partly filled with water, and stopped up the orifice by

which it was introduced: he then put it into a forge fire until the steam was generated, when he withdrew the plug, and the vapour rushing out, the *rocket* was driven with amazing force across a large court-yard.

"I have often wished," says an animated writer, "that it had been in my power to exhibit to the sages and heroes of ancient times, some of those improvements which, though familiar to, and thought little of by us, could not fail of surprising and delighting minds like theirs. I would give to Aristotle the electric shock; I would carry Alexander the Great to see the experiments at Woolwich Warren, and the evolutions of a modern battalion; I would show to Julius Cæsar, the invader of the barbarous Britons, an English man-of-war; to Archimedes a fire-engine and a reflecting telescope." Now we would show to the defender of Syracuse something more: we think he would not be an unmoved spectator of the *Fulton*, which, though the first American steam-frigate, as she was misnamed, being rather a locomotive battery, gives a tolerable idea of the tremendous powers about to be introduced into warfare. This floating monster, with her massive sides of alternate planks of oak and layers of cork, carries 44 guns of from 42 to 100 lbs. calibre. In case of any attempt to board in action, the machinery is so admirably contrived as to enable her to discharge on her adversary's decks 100 gallons of boiling water per minute, at the same time that it brandishes 300 cutlasses with the greatest regularity over her gunwales, and works an equal number of heavy iron pikes of great length, darting them from her sides with prodigious force, and withdrawing them every quarter of a minute.

While navigation and manufactures were rapidly improving, it was not to be expected that other views of employing this agent should not open to inquiry, and amongst others, the conveyance by land. So far back as 1759, the intelligent Dr. Robison suggested the application of steam to the moving of carriage-wheels. This idea was followed by Mr. James Watt's patent in 1784, for a sort of locomotive engine; and two years afterwards Oliver Evans petitioned the American legislature for the right of using steam-waggon in Pennsylvania; but nothing appears to have been effected till 1802, when Messrs. Trevethick and Vivian took out a patent for high-pressure engines, expressly for working carriages,—as the weight of water necessary to effect condensation in other machines, would have been too great. Mr. Trevethick made a locomotive engine in 1804, which was tried on the rail-roads at Merthyr Tydfil, in South Wales. It drew after it several carriages, carrying altogether 10 tons of bar-iron, for a distance of 9 miles; and it performed all that distance without any further supply of water than that contained in the boiler at setting out. This application of locomotive engines to draw upon *railways* soon became general, and the permission of Parliament only is now required for the still more extensive adoption of steam-draught on *common roads*.

Having taken this excursive view of steam, we will bestow a few words on locomotive engines, because it has recently been shown that *common roads* will answer better for steam conveyance than railways, the prodigious expense of which must always operate as a bar to their universal application. This point once proved, we are likely to substitute steam-draught for horse-draught, even to the plough, the harrow, and other operations of husbandry. From this substitution of an inani-

mate for an animate power, we are well grounded in anticipating that agricultural productions may be as much augmented as those of the factories have been, by the agency of steam labour, and afford occupation and maintenance to the thousands who now seek the precarious remedy of emigration. By reducing the expense of bringing goods to market, experience has everywhere shown that the consumption of the cheapened article acquires a proportionate increase. In thus morally shortening the distances between places, the blessings and comforts of civilization are equalized through a country. The economy to individuals would become evident in every article of consumption; and the saving to government in the post, in the transport of stores, troops, &c., would be immense. We should no longer hear of fish being used as manure along the coast, or rather not being worth the catching, from the want of cheap inland communication.

There are, however, some beetle-browed growlers, who, instead of viewing the political and social benefits likely to accrue, apprehend mischief, from the innovation of travelling in a more expeditious and less expensive manner than at present. To such we may repeat an instance of shortsightedness which occurred so lately as in the last century: many persons promoted petitions to Parliament from the vicinity of London, not to extend the turnpike-roads into the remoter parts of the country, lest those distant districts, by means of a less expensive labour, should be able to sell their agricultural products in the London markets at a less price than themselves!

It is undoubtedly true, that the extent and excellence of our public conveyance by posting, mails, stages, waggons, canal-boats, steam-vessels, and coasters, already surpass those of the rest of Europe to an incredible degree; yet the investigations carried on by the committee of the House of Commons satisfactorily show that, by the substitution of elementary for physical power, passengers can be transported for half the present horse-draught fare, and soon perhaps for one-third, with still greater safety and comfort. The danger of explosion is guarded against; and as this *perpetuum mobile* is much more controllable than a team of spirited blood-horses, the terrors of hills, corners, and sharp angles in roads, are done away with. Waggon indeed will probably continue to be drawn by horses: at least as far as our present knowledge of steam goes, we perceive its advantages most when speed is required. The cheapest horse-draught is at the rate of two or three miles an hour; the expense increasing so greatly in proportion to the velocity, that the speed of nine miles instead of eight, is only to be acquired by an additional outlay of one-third of the original sum; and that again, accelerated to ten, doubles the whole cost: such are the number and quality of the horses required, and such the mortality occasioned by their being over-urged. The portion of a horse's strength available for the purpose of drawing a burthen, depends on the speed at which the animal is to proceed. To this speed there is a certain limit, at which the whole power of the horse will be required to move his own body, and at which, therefore, he is incapable of dragging any load. It follows, then, that in each quick-going stage-coach, the effective tractive power of the horse is, by the speed which they obtain, reduced to a mere fraction, and is maintained at a loss of physical power equal to at least 88 per cent. In fine, by the practice of high

feeding for the purpose of supernatural exertion, the life of those noble animals is reduced to the average of three years!

To conclude: the steam-engine is amongst the most valuable applications of philosophical principles to the arts of life, and its invention is honourable to human genius and industry. The intellectual powers which have developed the sublime study of astronomy, and the scientific resource which constructs and navigates a ship, form a wreath of glory for human nature. But the state to which these fine inquiries have arrived, is the fruit of the combined ingenuity and experience of all nations; while the mighty steam-engine is entirely English. This invention is not, like many others, the production of accident; it is the result of profound reflection and philosophical reasoning. It is now impossible to state whether the plans of De Caus, Branca, and Papin, were descriptions of what was generally known, or whether they were independent and original inventions; but even if the latter could be substantiated, the Italians and French have no claim to notice afterwards: it is solely to the English that the world is indebted for rendering the *steam-engine* what it now is,—the noblest and most beautiful invention of man.

NAPOLEON AND THE PEASANT.

SUGGESTED BY THE DIORAMA OF ST. CLOUD.

—"Then, happy lowly cown,
Uneasy lies the head that wears a crown."

SHAKESPEARE.

Sadly and fixedly the Chieftain's eye
Is on th' unconscious slumberer silent bent,
And motionless as the pale monument
Napoleon stands—stern and dejectedly;—
And he that long a wondering world had awed,
Envies the "toil-worn" labourer's peaceful sleep,
And as he gazes, could for sadness weep
(The while he scorns the applauses of the crowd)
To think how, for ambition, he had ta'en
Farewell of all the charities of life,
And ever foremost in the ranks of strife
Impetuous rush'd, supremacy to gain;—
And he, an Emperor—conqueror—confest,
Sighing beholds the lowly peasant's rest.

5.

REVISED MOVEMENTS OF THE CAVALRY *.

BEFORE we proceed to enter into the details of the Third Part of the Cavalry Regulations, it may be well to draw the attention of our reader to the remark which has reached us from many quarters, that although the Board have designated this Third Part as Instruction of the Regiment, they do not seem to have confined themselves to what merely regards the movements of a single regiment, but have extended the instructions to matters which regulate the manœuvres of brigades and larger bodies. Whether a more comprehensive title would not therefore have been more suitable, or whether complete provision for all that comes under the head of Instruction of the Regiment, does in fact virtually embrace all that is necessary for the movements of larger corps of cavalry, we do not pretend to say, contenting ourselves with simply stating, that in that restricted edition, which was issued only to regiments, in the spring of 1832, there was some allusion in the order prefixed, to a Fourth Part, "intended to comprise the Movements of the Brigade or Line, but which had not yet been finally considered by the Board."

In the Third Part, however, of that edition, there are many general rules laid down with reference to the Brigade; and in this fresh edition, there are many further Brigade Regulations, and likewise several additional Sections upon Skirmishing, Outpost Duty, and other matters which decidedly lead us to the conclusion, that what was intended for a Fourth Part has been, in fact, embodied into the Third Part now before us. And we confess, that whether the present title of the Third Part be proper or not, we were of opinion at the time we first noticed the order announcing the preparation of a Fourth Part, that it would hardly be possible to effect any distinct separation between Regimental and Brigade Manœuvre, without encumbering the regulation with a vast deal of perplexing and tedious repetition, or else having recourse to numerous back references, which are an annoyance to the reader in any description of book, but amount to serious objection in a work where the first object should be, that "he who runs may read." The larger the force the more simple should be its movements, is a principle which holds good with cavalry, even more than infantry.

Dundas's methods of manœuvring a second line of cavalry, in conformity to the Changes of Front, and other evolutions of the First Line, were possibly very scientific, but certainly much too difficult for execution without regular rehearsals and the aid of a vast number of markers, on whom as much reliance was necessarily to be placed as if they were living rules and compasses, but whose real correctness greatly depended on the absence of dust and clearness of the weather. So great indeed was the difficulty of this duty, that it generally drew down upon them much oburgation and blame, which they often did not deserve.

Though it is very properly left open to the discretion of the officer in command, we are led to infer from several passages in the Revised Regulation, that the regiments in second line are to conform to the movements of their first line, by forming independent double, or close columns; a method applicable to real service, and which prevents the

* Concluded from p. 179.

risk of any material confusion or mistake from attempting to move the whole of the troops in second line as one body.

As we announced in our remarks on the 1st volume of these regulations, we shall not think it either necessary or advisable to enter upon the various controversies which have been going on between some officers of high rank in the cavalry respecting the placing of half-squadron officers in front, further than to say, that as far as additional exposure is concerned, no one can tell at 200 yards' distance from the front of a line, whether those officers are in front or not; and also, that we are not aware of any greater danger to them than to the squadron-commanders, who were always placed in front of the line, and whose position never appears to have been regarded as one of any peculiar hazard during the late war.

Among other modifications of the old regulations, which we understand have also been much disputed upon, are the diminution of the quantity of markers, and the employment of officers in some cases to assist in giving bases. Of these points we shall merely say, that at the few reviews we have witnessed within the last year or two, the cavalry appeared to take up their line with facility and correctness; nor do we hear any complaints from regimental officers of the new regulation being imperfect in this respect. One decided improvement we have on these few occasions personally remarked, namely, a great diminution of noise in the word of command; and, indeed, when it is considered how very difficult it must be in times of confusion, or even in bad weather, to obtain correct circulation of the commonest commands, it will be allowed, that having them few and simple is a matter of the utmost consequence.

We now proceed to examine the Third Part in detail. It commences with plates showing the exact position of every officer, non-commissioned officer, and man in a cavalry regiment, whether in line, in open column, or in close column. There cannot be a better means of ensuring uniformity than thus giving a sort of ground plan of the regiment, as formed in the field, besides the avoiding of much tedious explanation.

The 1st Section is, entitled "Definition of certain Terms of Formation and Manœuvre,"—and here we must call our reader's attention to the pains which the Board of Officers have evidently taken to fix and determine the nomenclature of cavalry movement. It was not indeed to be wondered at, that many contradictions and discrepancies had arisen from a want of some such standard as is here provided. The denominations adopted are all familiar to the cavalry, although they had been variously applied in various regiments. The only deviation from the old practice is, the calling a troop still a "troop," whether in the field or in barracks, instead of causing it to assume the appellation of "half-squadron" on taking its place in line. The designation of squadrons, as 1st, 2d, 3d, &c., from the right of the regiment, is an undoubted improvement upon the old distinctions of right centre, and left, which were extremely puzzling when carried beyond three squadrons, because it then became necessary to use the further distinction of *left centre*, *right centre*, &c.: Not only did this entail greater length and less clearness in the general word of command, but whenever squadrons were in inverted order, the further distinctions of *proper right*, or *proper left*, became requisite.

The 2d Section treats of "Distances and Intervals," and is explicit, except on one point, which we conclude must have escaped notice, viz., the distance from croup to head when marching by threes or sections of threes. The distances between squadrons in close columns are increased, and as we hear, with general approbation, to *two* horses' lengths. In fact, one cannot imagine how it could ever have been thought advisable to crowd up a close column of cavalry to any more confined distance, when it is considered what confusion must arise from the casualties of a single cannon-shot or shell among so dense a mass. We observe that the length of the cavalry horse is estimated, at eight feet, which, we are informed, is much nearer to the true average than that allowed by the old regulation. At all events, it must be better to allow the horse too much than too little space, when it is recollected how the least inequality of ground increases the necessity of ample room for his free action.

Before leaving this section, we should notice, that the interval between squadrons in line is reduced to one-fourth, instead of one-third, as heretofore; an alteration which probably renders it easier to preserve the intervals, though it reduces the extent covered by the whole line.

As for Section 3, we cannot comprehend why it is a section at all, being, as it should seem, only a reference to the plates; though the description of their meaning is given in another place.

Section 4 contains the most useful description of assistance that can be given to officers, as they can ascertain almost at a glance every particular which regulates their personal position, in the movement of the squadron and regiment. We observe in Article 3 a distinction between a column of divisions as employed for manœuvre, and a column of divisions as occasionally employed for marching on the road. As regards the former, it is here made imperative that it shall not be made use of, unless when divisions amount to 12 files (48 in the squadron); and certainly it is obvious, that if the divisions are much smaller, the front of a troop is better for columns of manœuvre, because with small divisions the depth of the two ranks renders such a column almost, if not quite, a close column, and therefore by no means sufficiently distinct in its parts for convenience of manœuvre.

The 5th Section treats of words of command in general, explaining the means by which they are circulated, the chain of connexion between cautionary words and those of execution, and all the rules relative to this very important branch of the Regulation.

It was principally from this section that we came to the conclusion alluded to in an early page of this Paper, that this 3d Part has been eventually intended by the Cavalry Board to comprise all that matter to which they appear to have originally meant to devote a fourth part; because, we observe that Articles 5, 6, and 7, of the Section before us have reference entirely to the circulation of commands and orders upon occasions where several regiments manœuvre together; indeed, in the last paragraph of Art. 6, we are told, that "the several chiefs of brigades watch over and direct their respective bodies."

Section 6 is entitled "General Rules and Observations," some of which we should say could easily have been ranged under the distinct sections where the instructions of which they form a part are separately laid down; for instance, there appears no cause why "Art. 4, all wheels of the squadron, troop, or division, unless otherwise ordered, are to be

made at the rate of the trot of manœuvre," should not have found a place among the Instructions for Wheeling in Part II. Section 7. Having made this remark, we must however state, that nothing can be clearer, and at the same time more concisely arranged, than the whole of this section.

In the 1st Article we find a deviation from the old practice, which seems generally approved by those who have tried it, and disapproved by many who have not;—we mean the doing away with the halt after preparatory wheels into oblique echellon, such as used to take place upon the caution for a change of front. According to the revised regulation, no such pause or halt is to take place, nor does the line break into echellon until the general word *march* has been given, on which the preparatory wheel ordered upon the caution takes place, and the half squadrons, on its completion, receive the word *forward*, and move at once towards their places in the new line, and here again we observe a small alteration, namely, that instead of coming round by a gradual circular movement of shoulder forward, the half squadrons make partial angular wheels, and so march perfectly straight to their places. In fact, it appears from Articles 2 and 3, that the circular movement of "shoulder forward" is restricted to the changes of direction of columns both close and open, and is not intended to apply on any other occasion. Every one conversant with the movement of troops is aware of the necessity of a moving pivot for changes of direction in close column; but there are so many officers of acknowledged practice and experience who deny its utility for the open column, that the point certainly seems questionable. No doubt it must be, and is, a puzzle to the soldier to have his first instructions as to dressing outwards in wheeling disturbed, by being told he is in "shoulder forward" to dress to the pivot without reference to the hand wheeled to; but we do not exactly see why the moveable pivot should be encumbered with this peculiarity, and why the dressing should not still be outward, although the inner flank may describe a small arc of the circle, instead of standing still during the wheel.

The 8th Article we shall notice, because it implies a rule which appears to us more salutary and worthy of attention than it has usually been considered. Serrefile officers in the cavalry were hitherto looked upon as so much live lumber sent to the rear as a means of being rid of the supernumeraries, but here we find them judiciously appointed to duties of no small consequence—the leading to the rear in open column and in oblique echellon. Not only does this arrangement call the whole of the officers into activity, but it ensures each squadron and troop being always, as completely furnished with leaders in retreat as in advance, an advantage which is likely to prove very beneficial in preserving order and regularity on occasions of all others perhaps the most trying to the best cavalry; namely, the retreat under a harassing fire of artillery.

The 7th Section is headed "Rules for Markers and Dressing;" and the greatest care seems to have been taken in laying down the directions which it contains, and defining the particular duties of the markers and officers who form the various bases; indeed, no officer or non-commissioned officer can attentively peruse this section without acquiring a considerable general knowledge of the system of movement now adopted for the cavalry. The separation of the subjects into short distinct paragraphs, without any attempt at rounded periods or technical phraseology, very greatly contributes to clearness of all the explanations.

Article 13 is, perhaps, almost too laconic :—"When a Regiment in open Column enters a distant position, the Adjutant marks the point of entry." Now there are so many and various ways of entering positions in open column, that, bearing in mind how seldom our adjutants have any brigade practice, we cannot help thinking a few explanatory hints might with advantage have been added to this article, the principle of which we understand is generally approved, though differing in some respects from the old practice, where the adjutant, though never by any chance so employed in regimental manœuvre, was nevertheless appointed in all brigade movements to mark the outer point of this regiment in the new line, which, though Dundas made it almost always the point of entry, yet had ceased to be so on most occasions according to the practice of the cavalry since the Peninsular war. Indeed, it must be obvious what risk would be incurred before an enemy, and what great delay and inconvenience at many other times, by adhering to a fixed rule of entering always at that point in the new line where the rearmost half squadron of the column was eventually to be placed.

The 16th and 19th Articles lay down an understanding, or conventional arrangement, that a certain troop is always to be the base, dependent on the cautionary command, without being actually named. This very much shortens the word of command, and prevents mistakes in its circulation through a number of mouths when the line is extensive. We are informed that, although the officers found some difficulty at first in readily applying this method, yet, that as soon as once inculcated, it worked remarkably well, and produced confidence and certainty in passing the word.

Section 8 contains the ceremonial of Review, laid down in great detail, and with much attention to a general uniformity, specifying even the duty of each particular marker employed, and elucidated by a diagram, showing the square marked out for passing. Whether some little curtailment might not have been ventured upon in the Parade movements of the cavalry seems questionable, but in other respects this section appears well digested and arranged. Throughout the Review Instructions, every provision is made for brigades and larger bodies, as well as for a single regiment; for instance, the 11th Article explains which markers are to give the points of marching past in the case of *two, three, or more regiments*; and Article 31 commences thus: "In forming a Brigade for Review," &c. &c.

Section 9 contains the particulars to be observed in the most important of all movements, viz., the "Advance in Line," the general rules for which must be the same in all regulations; but the Board of Officers have shown much judgment in laying down this part of the instruction with as few theoretical explanations as possible, contenting themselves with such directions as may serve for explicit reference, and cannot be misinterpreted or incorrectly understood. The method of establishing a moving base by the two swords of the troop officers of the directing squadron, must no doubt be of material advantage in preserving the general dressing of the line of officers, which again has its natural effect upon the steadiness and order of the ranks. In the 3rd Article it is directed that one of the base officers is to be wider apart from the squadron leader than the other. This is probably to gain a wider base, and may so far be of use; otherwise it would certainly seem doubtful whether causing an officer to move, though but a few yards from his usual place at the moment of advancing in line, would not better have been avoided.

The injunction for all squadrons to be behind rather than in advance of the squadron of direction, is a most valuable rule for preserving the unity of the line; the recommendation that almost every movement should at a field-day be followed by an advance in line, is equally excellent, and must have the effect of reminding cavalry officers of the important fact never to be lost sight of with impunity, that the *attack* is the only *defence* for cavalry, and that all movements should in some way have reference to that distinction. The directions for long advances, with alterations of pace from fast to slow, as well as the contrary, could only emanate from experience in the field, and must have the best possible tendency to making cavalry manageable and well under command.

The principles of the 9th Section are continued into the tenth, under the head of "the Charge or Attack," every possible precaution being given for preserving regularity of the line, at the time when it is undoubtedly the most needed. Experience seems to have dictated most of the instruction comprised in this section, and not only is steadiness inculcated throughout what relates to the collision with the enemy, but it seems to have been wisely considered that whether the attack succeeds or fails, a certain degree of confusion is *inevitable*; thus in Article 10 we are told (supposing success) that the great object should be, as soon as the enemy is overthrown, for "the line to rally instantly and renew its efforts in a body;" and in Article 11, (supposing a failure,) that the troops must endeavour to retire "round the flanks of their support, and rally under its protection." Such rules as these will have their due effect upon the minds of officers of any reflection; and although their application is not a matter of every day's practice, still it is not too much to say that whenever our armies are again called into the field, these recorded points of experience are likely to have very beneficial results.

The 11th Section consists chiefly of judicious selections from Dundas, of those general rules which regulate the field manoeuvres of cavalry, modified and made as concise as possible, without injury to their comprehensiveness. The distinction between changes of front and changes of position are here also very well defined, and as we have already remarked, such distinctions invariably tend to that clear apprehension of explanations often necessary in the field, and where any error may produce mischief of a serious kind.

At the end of this section are some explanatory paragraphs upon Inversion, but we reserve our comments on this subject till we come to the Open Column Movements, where they will come in more appropriately perhaps to the question under consideration.

Section 12 presents us with the Movements from Line, 21 in number, but as they are all subject to the same general rules in most respects which we have already discussed, we shall not consider it requisite to go into the separate detail of each, though we cannot too much approve the laying down of the Movements before us, separately and in full detail, to avoid perplexing the young officer by constant references, which prevent repetition it is true, but not unfrequently at the risk of obscurity, besides the loss of time spent in the inquiry.

The first four Movements are the changes of front from line, by throwing a flank forward or backward; the two next, by throwing one flank forward and the other back upon a central troop. The only variation we notice from Dundas is, that when a flank is thrown back, the troop on which the movement is made wheels *forward* in exception to

all the rest; the reason probably being that the base is thus both quicker and more steadily established; a matter of far greater consequence in cavalry than a few horses' lengths difference in the position of the line, which is the result of the flank troop wheeling forward.

At the end of Movement No. 6, is an oss. which we confess we would rather have seen more conspicuously brought forward, being not only a positive movement in itself, but perhaps one of the most often required in brigade, namely, the change of front of a regiment or line of so small a degree as not to render the whole formality of an echelon movement necessary, though the attempting it by a mere dressing of the line would not effect it without irregularity in such squadrons as would have to rein back, a process always objectionable, and especially to be avoided with tired horses or in bad ground.

It seems that the changes of front, by flank marches of the open column into a new direction, and then wheeling into line, are entirely discarded in favour of the method by echelon march, laid down in these six movements, and we certainly consider this a good limitation, because the echelon march answers every purpose, and that *one* method serves for all occasions, because in the event of bad or broken ground impeding any of the echellons, they can break into threes from the inward flank, and re-form when clear of the obstacle.

The 7th and 8th Movements are the Changes of Position, according to the definition adopted by the Board, which is, that the front is changed, and the whole line moved off to other ground at the same time. The execution of these movements by squadron columns of threes is a novelty as regards the old regulation, in which no such method can be traced, although *practice* had long sanctioned the use of squadron columns of threes for changing position, as well as for other purposes. There is a remark at the end of the 7th movement, that the squadrons, when strong enough, may move in column of divisions, for these changes of position; and we only doubt whether column of divisions, even when squadrons amount to thirty-six files, would not be better than threes, on the ground of the tellings of threes being liable to mistake after casualties. At the end of these movements is a remark, that changes of position on good ground, and before the enemy, are better done by echelon than by threes. We could have wished this remark to have been made the actual movement, and so only to have allowed the squadron column of threes to be used as supplementary and occasional.

No. 9 gives the various ways of breaking into column from line, viz., by wheeling troops to right or left, by wheeling threes and leading heads of troops to the rear, and then fronting the threes, and by going threes about and wheeling troops backward. The latter seems thought superfluous, as it does not (as in infantry) preserve the column on the pivot line, but throws it two horses' lengths to the rear, owing to the depth of cavalry ranks, and the wheel back taking place on the flank horse of the rear rank, which is some yards to the rear of the pivot of the front rank.

There is in this 9th Movement, Article 1, a provision, that by adding, *Take ground to the right*, before the usual command to break into column, it shall be understood that the column marches off at once by the word *forward* instead of waiting for a second word "*march*," after the troops have wheeled. There are very many occasions when this moving without a pause might be of advantage before an enemy, where any delay in taking ground to the flank might cause serious disasters.

No. 10 is the Advance in Open Column from the flank of a line, and except that *one* word "march" serves for the advance of the flank troop at the same time that the others wheel and follow it, there is no difference from the former regulation.

No. 11 gives the retreat of a line on the same principle; but it is here to be observed, that the Board, looking entirely, as it should seem, to service, allow, in one case, of each troop breaking off from its own place and retiring in an oblique direction, without going through what would be an useless and sometimes dangerous formality of going over all the same ground as the troops which precede them.

No. 12 is the Advance in Double Column; a movement by which, in the Prussian cavalry, the regiments perform most of their manœuvres when assembled in large bodies, and which is certainly applicable to many occasions of service. The formation of line to the front from double column is rapid, simple, and imposing. It is also observed, in another part of the work before us, that double column is peculiarly convenient for regiments acting in support of a first line. Double columns had been long in practice, but there is no warrant, as we understand, in the old regulation for regimental advances in double column, though their utility for the operations of brigade in second-line movements seems to have been sanctioned.

Nos. 13 and 14 are merely the formations of open column in rear and in front of a flank troop, in the same way as formerly.

Next comes the formation of close column No. 15, and No. 16, a countermarch of the line.

No. 17 gives two methods of reversing the fronts of squadrons, by which they stand inverted in the line, though not inverted within themselves. In Dundas, several ways of doing this were allowed, but the Board seem to have considered any unnecessary variety of doing the same thing better relinquished. In this case, therefore, the wheel about of troops inwards, and the wheel about of whole squadrons, are adopted, and all else seem excluded. Besides other good reasons, it will occur to our readers, that a line can only want to make front to its rear on some occasion of surprise, and therefore there should be no latitude left for error by leaving several optional ways of doing it.

Movement 18 is the advance in direct echellon, perhaps one of the most generally useful movements for cavalry. It is detailed with care and precision; and in Article 6 of this movement, we find an instruction for wheeling into line and advancing *at once* in an oblique line from echellon, the squadrons correcting their intervals from the directing squadron, without halting for the purpose. To the practical experience of the Board, the cavalry are greatly indebted for this and other provisions for some occasions on service, where time is of more value than any scientific precision.

No. 19 is the retreat by alternate squadrons, which is so far improved that, in the old regulations, it was usually done by troops; whereas the doing it by troops is here made rather the exception than the rule.

Nos. 20 and 21 are the passages of lines to front and rear, executed by squadron columns of threes, instead of half-squadron columns, as in Dundas: and we must say, that as it seems generally held objectionable to disjoint the squadron when avoidable, this appears a good amendment.

We now come to the Movements of the Close Column, which the

Cavalry Board have judiciously limited to very narrow compass; this formation being, as regards mounted troops, rather intended for assembly and movements at a distance from the enemy than for employment of attacks and forward movements on the French principle. The increase of distance between squadrons, when formed in close column, seems generally approved, as tending to preserve more distinctness and regularity, and, at the same time, to make the column more flexible in changing its direction on the march, and other operations of convenience when several regiments are assembled in brigade, &c. The adoption of squadron close columns has been supposed a material alteration from the old regulation; but those who are conversant with Dundas will recollect that he fully recognizes this description of column, although it had been unaccountably disused and overlooked in the ordinary drill of our cavalry.

The facility of forming line with equal readiness to the pivot or reverse flank, is one decided advantage of squadron columns, because a formation to the reverse hand from half-squadrons in close column necessitates the inversion of the squadrons within themselves, the right half of each being thrown on the left, and the left half on the right, besides the inversion of the squadrons in the line, which, provided they are not inverted within themselves, makes no difference or inconvenience as to subsequent movement. The close column of half-squadrons is, however, retained by the Board, as applicable with utility to occasions where cavalry must be assembled in narrow ground, such as the streets of a town, and with this view, as we suppose, there also are rules and directions provided for forming close columns of divisions; but it is directed that squadrons shall be formed, before proceeding to deploy; indeed, when the space is so confined that a narrow column is required, there could be no question of deploying, and as there is no time lost in forming squadrons as soon as room can be obtained, we must admit that it simplifies the instruction thus to make it universal to deploy from squadron columns only.

Deployments on the head, central, or rear squadron of the column must always be conducted on the same principles; but in one respect, as regards deployment, we perceive that an oversight in the old regulations has been discovered and rectified. Nothing can be more necessary to the handiness of a cavalry column than the capability of deploying in a line somewhat oblique to the front towards which it may be facing; and Dundas had so far provided for this case as to lay down that the head squadron or half squadron might be wheeled a slight degree previous to deployment, so as to throw the other flank of the intended line a degree more forward or backward than if the deployment took place without the head being thus altered in its direction; but no provision whatever was made for a deployment of this description upon any other than the head squadron or half squadron, nor, indeed, with columns so closed up as those of the old regulation, would any separate wheel of a central one have been practicable above a very small degree. The principle we now find adopted by the Board is, to cause all the squadrons of the column to execute a certain degree of wheel simultaneously, and previous to deployment. The whole, being thus obliquely placed, have a much more certain guide as to marching out in the proper direction of obliquity, and are not unsettled in the general principle

of preserving their relative parallelism as regards each other during the execution of the manoeuvre. We observe that the change of front of a close-column movement, No. 4, is directed to be performed by every squadron wheeling its threes to the flank, the leading threes of the head squadron at once turning into the new direction, and halting and fronting the threes as soon as placed on the new front, the rest halting and fronting in like manner as they successively arrive and cover behind it.

The former regimental practice, as we have seen it, was for the head squadron to make a wheel as it stood, and the others to make their flank march by threes into its rear. This, perhaps, may be better as to appearance, by the front squadron never breaking into threes, and it also requires less room; but these points do not seem material for cavalry close columns, which ought, in truth, never to be placed in confined spaces except for mere convenience of assembly.

The 15th Section is an introductory explanation of the general system of open-column movements. The 1st article describes the nature of the column; the 2nd regulates that it shall be formed of troops when squadrons are small, and of divisions when large; the 3rd is a practical and useful hint as to the degree of preparatory wheel for formations of line from column; the 4th goes into very minute detail as to oblique formations, which, however technically orthodox, yet appear a refinement which might have possibly been dispensed with by merely suggesting that, by placing the base troop more or less at an angle with its original direction, any desired obliquity of the line might be attained. The 5th and 6th articles provide for the taking ground of a column to its flank, and also the change of its front by the leading troop wheeling as it stands, and the others wheeling to the flank by threes, and so forming behind it as newly placed. The 7th article lays down three modes of retiring in open column, viz., "Threes about," "Troops wheeling right about," or "countermarching as they stand." Article 8 we consider a very judicious explanation of the proper occasions for using double columns, giving the reasons why they are not applicable to several purposes, though excellent for others. What strikes us as so peculiarly well considered in all the explanatory remarks of this kind which occur here and there throughout the Board's work is, that *constant allusion to the risk of confusion in the operations of cavalry* which theorists and tacticians are so apt to overlook, and which is of such paramount and truly serious importance, not only as regards the manoeuvres of the arm, but also the false views to which inexperienced though intelligent officers may be led, by keeping out of sight the great evil to which all too finely calculated combinations are liable.

The 1st movement from open column is the wheel into line, on which we have little to observe, except that, instead of officers going, as formerly, to the flank of their squadrons to dress them, they now are told to place themselves on the line of pivots, fronting their men, but exactly in the places where they are to be when in line, viz. in front of their centres,—a change which has the advantage of the officer being at once ready to move forward with his squadron, without any of that plucking which, on such emergencies as frequently follow a wheel into line before and near the enemy, was anything but advantageous; nor can we discover that any greater accuracy of dressing was gained

by thus dressing the squadron to its flank one moment, and giving the word "Eyes Centre" the next. In a paragraph at the end of this movement, wheeling into line without halting is directed to be often practised, the squadron of direction becoming instantly the guide for the whole; and here again we have the invaluable effect of experience upon the minds of the officers of the Cavalry Board, in substituting readiness and facility of manœuvre for the haste and precipitation by which the time first wasted in formalities was forced to be recovered in the hour of need.

Movement No. 2 is the formation of line to the front, unquestionably one of the operations most often required from cavalry before the enemy, on account of which they had for many years been compelled entirely to supersede Dundas's method of wheeling the half squadrons backward into echelon, and to adopt the mode here recognised by the Board. The reining back of tired horses in deep ground, and causing all the column to move, to avoid the advance of the head a few yards, was in truth an absurd sacrifice of practice to theory which a few years' war could not fail to set aside. The advance of the leading troop, by which the difficulty has been obviated, so far from an inconvenience, may be considered a principle peculiarly applicable to cavalry.

No. 3 is the formation of line on the rear troop of the column, all the rest wheeling forward into echelon, and then retiring to their places in line and fronting.

No. 4 is a central movement, the troops in front of the base forming as in the last, and those in rear of it as in No. 2.

No. 5 is a mode of forming line to the rear upon the head troop of the column, which, although nothing more than an application to small bodies of Dundas's general principle of entry at rear points, has been looked upon as a novelty; but there is, in reality, no difference, except that each troop, instead of the whole regiment, enters the line at the point where its rear is to rest, by which much distance and time is saved, without any inconvenience that we hear of. Another method of doing the same movement is laid down in a note, viz. by the head of the column wheeling about, and all the rest going round its rear, and successively forming up to it. The altered word of command for this (which was one of Dundas's movements) appears very good, and calculated to prevent mistake, with that wise caution we have already noticed in the Board as to the liability of cavalry to confusion.

The 6th Movement, a formation of line to the rear of the column, and upon its rear troop, is one of those most likely to be required for service, and the Board have accordingly here sanctioned the deviation from Dundas, which had become universal in the cavalry, as to its performance, namely, for the rear division to wheel about, and the rest, wheeling three quarters about, at once to march up and form upon it. In Dundas all the half squadrons were directed, first to countermarch, then all, except the rear one, to wheel backward (by reining back) into echelon, and finally to march up into line,—a tedious and complicated ceremony, by which time was lost and nothing gained.

The 7th Movement is merely a combination of the 5th and 6th, being a formation of line to the rear, on a central troop of the column.

The 8th Movement was to be found in the Old Regulation, but in a cumbersome and tedious form, and, in fact, divided into two move-

ments. A column which had altered its course, and of which part therefore was in a new direction, while the remainder had not yet arrived at the wheeling point, being required to form line to its former front, the rear half squadrons were ordered by flank marching, by threes, to take up the new direction, and the whole then wheeled into line. The Board have condensed the two operations, by making that part of the column which had passed the wheeling point, and entered in the new direction, wheel at once into line, the remainder at the same time forming to the front by echelon marching.

The 9th Movement is just of the same description, only that the line is formed to the original rear, which Dundas executed as in the last, by the rear half squadron entering the new direction by the flank march, by threes, and then the whole wheeling into line, while the Board make the part of the column in the new direction wheel at once into line, and the remainder, instead of first going into column, wheel by threes, and march at once into line, by entering at their rear points. Both these Movements appear simplified, and are useful on many occasions.

Movement No. 10 is the common formation of a column to its reverse hand by the head half squadron wheeling to that flank, and the remainder continuing to pass on behind it, and successively wheeling up and forming as each arrives at its ground. The caution, "To the Reverse flank Right form line," appears very well worded to convey at once to the officer the nature of the movement, and the hand to which the wheels are to be made. Such *reminders* are often most useful.

Movement No. 11 is a formation to the reverse flank likewise, but performed by each squadron as it were independently, yet exactly as the last upon its own head troop, so that the line is formed much quicker, and the regiment is only thrown one squadron's length in advance of where its head stood in column instead of the length of the whole regiment as in Movement No. 10. Each is applicable to different ground and different circumstances; and it must be borne in mind, (whatever may be the arguments about inverted formation,) that however sacred the tactician may consider his reverse flank, yet he cannot persuade an enemy to respect it at all more than the pivot, whenever darkness, the mistake of guides, or intricacies of unknown country, enable him to attack by surprise on the quarter from whence he is least expected.

Dundas had so far considered this, as to provide that in cases of emergency half squadrons might at once wheel into line to their reverse hand; but as this was in direct contradiction to his own principle, universally recognized, that squadrons should never be inverted within themselves, it appears wisely laid down by the Board that the inconvenience shall be met by the method adopted in this movement, so that squadrons shall always be in the usual order within themselves, though inverted as regards their relative positions in the line.

Movement No. 12, Inverted Line to the Front.—This movement, though its necessity is obvious, was not a part of the usual exercise of our cavalry, and was therefore by many officers supposed to be entirely new in principle. Such, however, was not by any means the fact, for we find in the Old Regulation the necessity and advantage of this movement distinctly declared, which made the entire omission of any detailed method for its execution the more remarkable. Its necessity once admitted, every cavalry officer will pronounce it a manœuvre of some

difficulty for any regiment which should attempt it, without practice ; and yet the mode of performing it was not even hinted at in the Regulations. The consequence was, that it was considered a mere dead letter ; and an officer might have been twenty years in a regiment of cavalry without discovering that such a manœuvre existed, unless he happened to be more than usually conversant with certain sections of Dundas which were rarely perused and seldom or ever practised. Inverted movements must be looked upon as called for rather upon emergencies than upon ordinary occasions ; and surely this is of all reasons the best for their being thoroughly understood by all ranks, in order that the moment of difficulty should not be that of confusion, and that an inverted and sudden formation may be as familiar to the officers and then as any of the most common field exercises.

The same remarks apply to Movement No. 13, where the squadrons are formed successively to the reverse flank.

The 14th Movement is the bringing of the rear of a column to the front, and in no way differs from the Old Regulation. The 15th is the forming of close column of squadrons from open column of troops.—Both movements are useful and well explained. The 16th Movement is the formation of a line to the front from double column,—a very imposing movement when followed by an immediate attack : it was not in the Old Regulation, but had been much practised of late years by the cavalry, and the Board, it seems, adopted it, much as they found it. The 17th Movement is a formation to the flank from double column by one wing wheeling into line, and the other continuing its march, each of its troops wheeling and forming up as it reaches its place in the new line : the principle of this movement was to be found in Dundas, but, as it would appear rather, as applicable to the operation of second lines on a great scale than as a regimental movement. It is quite as useful for small bodies as for large, and very properly finds a distinct place in the Revised Regulation.

We have now arrived at the end of the open column movements, and cannot leave them without remarking that they have been most judiciously selected and well laid down. Formations from open column are more frequently required on service than any other, and the Board seem to have been fully aware of their importance from the care with which this part of their work has been compiled.

Sections 17 to 22 have been added to the Revised Regulation since the restricted edition which, was confined to regimental circulation, and deserve our especial attention, being exclusively devoted to a code of service instruction calculated to produce infinite benefit to the young officer.

Section 17 is the instructions for skirmishing, which are in every respect such as we should expect from officers whose names were familiar to the public during the Peninsular war. The antiquated ceremonial of skirmishing is much curtailed, and there is not a hint in this section that is not deserving the utmost attention of the cavalry officer. In Article 1, regimental officers are reminded that whole squadrons are frequently called upon to skirmish before the enemy, and therefore that to train only a few select men on the flanks of squadrons must not be looked upon as all that is necessary. Supports of skirmishers seem laid aside altogether ; indeed it is obvious that, if needed, a squadron can be detached to bring

off or follow up the skirmishers, without exposing small knots of men to the fire of the enemy's skirmishers, though they could produce little effect either as assistance to their own men or a check upon their opponents. Causing the skirmishers to act in one rank, except only in retreat, is in conformity with the Peninsular practice, and generally approved. Above all, we admire the salutary recommendation in Articles 8 and 9, as to the steadiness of pace to be observed by skirmishers, who, at the most ordinary field-days, seemed to consider themselves warranted in riding full gallop for no reason, and knocking each other over, or racing in and out from their squadrons, without the least regard for their horses or the objects in view.

Sections 18 and 19 contain, as we believe, selections from the best writers on the whole duty and business of outposts, with a number of excellent remarks as to the various emergencies likely to occur on service, and the best way of meeting them. Articles 17 and 18 of the 19th Section are very well worth all officers' attention, as to the transmitting of reports, the articles an officer on the outposts should have about him, the advantage to be derived from a knowledge of the principal stars, &c. We notice also with satisfaction a quotation from the Duke of Wellington's reiterated orders of specifying, in reports concerning the situation of the enemy, *our right or left*, or the *enemy's right or left*.

The 20th Section contains the rules respecting Flags of Truce. The 21st is on Foraging; and the 22d and last upon Alarm Posts. The rules in these three sections are taken from the practice of the late war, and are short, plain, and useful.

We are now at the end of our task, in the execution of which we only hope our readers will give us credit for a desire to examine and compare, without prejudice, the Cavalry Regulation as now before us, with that of which it is declared to be the revisal: at the same time that we occasionally offered our own remarks upon the prescriptive practice of regiments, differing, as it certainly did, from the letter of the Regulation, owing to the various interpretations of Général, and Commanding, Officers.

We have intentionally avoided all allusion to what was called the "Experimental Book" of the last Inspector-General of the Cavalry, because, never having been formally issued as a final and fixed regulation, we did not consider it as actually before the public. The abilities and labour bestowed upon the whole subject by that distinguished officer, are well known to all concerned; and of this the Cavalry Board have shown themselves quite aware, by their adoption and sanction of almost all the leading principles of his book; at the same time that they preserved as much of the Old Regulation as was compatible with the improved practice of late years.

In conclusion we must observe, that the present composition of our cavalry is so extremely good, that perhaps at no time could the question of amendment of the existing Regulation have been more fairly and ably discussed, or the test of trial and practice applied with more satisfactory proof, than during the few years which have been thus employed by direction of the authorities who took in hand this most important military subject.

MILITARY ESTABLISHMENTS OF GERMANY.

No. XII.

HESSE-CASSEL.

THE armed force maintained by this electorate is computed at 10,000 troops, but it is rarely kept at a full establishment. It comprises one brigade of infantry, another of cavalry, and a third of artillery; with an invalid, and a guard-invalid battalion.

On acceding, in 1815, to the alliance established by the treaty of Vienna of the previous year, the Elector, engaged on his part to furnish a contingent to the number of 7500 men to the army of the Lower Rhine, which was considered at the time to be the limit of his military means.

The infantry strength is formed of a regiment of body guards, containing two battalions or eight companies; one rifle battalion of the guard, of four companies; and three regiments of the line, severally of one fusileer and two musketeer battalions.

Uniform—Dark blue, crimson collar and facings, yellow buttons, (the guards white,) coloured epaulettes, with the number of the regiment on them, as will be shown presently; grey trousers; shakos, (the guards wear a star in front;) white leather cross-belts, (the fusileers black;) muskets, bayonets, and swords; the musketeer battalions adopt white, and the fusileers green sword-knots.

Regt.	Distinguishing colours of epaulettes.			
1st	.	.	.	Yellow.
2d	.	.	.	Crimson.
3d	.	.	.	Scarlet.

The rifle battalion of the guard is dressed in green, with red collars and facings, white epaulettes and buttons, black leather cross-belts, shakos, rifles, and swords.

The guard-invalid battalion wears a blue kurtka, with red facings, white buttons, blue trousers, and a cocked hat. The other has a blue uniform, with red facings, white buttons, and a plain hat.

The cavalry consists of two squadrons of life guards, two regiments of hussars of four squadrons each, and a detachment of guard gendarmerie.

Uniform—Life guards, white jackets, with red collars and facings, white scale-epaulettes, grey overalls, white cuirass, and white leather belts.

Hussars, the 1st regiment, dark blue; the 2d, dark brown pelisses, with black fur trimmings; the dollmans of the 1st are blue with red; of the 2d, brown, with light blue facings; the 1st has white, and the 2d yellow embroidery; the 1st red, the 2d light blue shoulder-straps; both wear grey cloth overalls, shakos, and black leather belts.

The guard gendarmerie is dressed in jackets of dark blue cloth, yellow collars and red facings, grey overalls, white epaulettes, and leather belts, helmets, and swords.

The military organization of this state is undergoing a change, respecting whose details nothing precise is known in public, except that the cavalry will be composed of a cuirassier, and a dragoon regiment of four squadrons, respectively. The first will adopt the dress now

worn by the life guards, as already described; and the other a light blue uniform, with red collar and white lace.

ARTILLERY.

This service is formed upon the Prussian model, and comprises a single regiment of two foot batteries, one mounted battery, and half a company of workmen.

A battery consists of . . . six 6lb. cannons.
 " . . . two 7lb. howitzers.

The uniform is dark green, with a black collar and facings, yellow buttons, red epaulettes, grey trousers, shako, and black leather belts.

Standards—White and Red.

Military and Civil Decorations.

Golden Lion, (3 classes.)
 " Pour la vertu militaire."
 Iron Helmet, (3 classes.)
 Military Medal.

Fortress—Ziegenhayn, (of the third class.)

Principal Depôts of Military Stores.

Arsenal—Cassel.

Manufactory of Small Arms—Schmalkalden.

CONTINGENT.

The quota of troops which the electorate of Hesse is required to hold at the disposition of the federated states of Germany amounts to 5769 men, constituting a part of the 9th corps of the army.

No. XIII.

HESSÉ-DARMSTADT.

The forces of this grand duchy are organized upon a system of furlough, occasioning a small number only of the nominal strength of its military establishment, reckoned at 8400 men, to be kept under arms.

Before the augmentation of territory on the left bank of the Rhine, comprising a population of nearly 200,000 inhabitants, which the Grand Duke obtained at the general settlement of European affairs in 1815, he was enabled to engage to employ in the field and to keep up to their full establishment, a corps of 8000 men, of which one-tenth, it was stipulated, should be cavalry, with artillery in proportion.

The army is composed of two brigades of infantry, each containing two regiments, one squadron of life guards, a regiment of cavalry, and two batteries of artillery, comprising half a mounted, one light, and half a heavy foot battery, with a company of sappers.

The infantry comprehends one body guard, one body regiment, and two regiments of the line. The regiments are respectively formed of two battalions, and each battalion of five companies, and one is a chasseur company.

Uniform—The body guard wear dark blue coats, with scarlet collars, facings, and edgings, silver lace and epaulettes, a single row of plain

white buttons, dark blue trousers, shakos with the ducal arms and a crown, black and red plumes, muskets, bayonets, and swords.

The body and the 3d regiments differ from the preceding merely in the colours of their collars and facings, and in not having a crown upon their shakos. The body regiment has light blue, and the 3d rose coloured facings. The 4th regiment adopts a blue uniform, with lemon collars and facings, but in other respects it resembles the 3d.

The cavalry force consists of a squadron of life guards (dismounted,) and a regiment of chevaux legers of six squadrons, two of which form a division.

Uniform—The life guards wear dark blue long coats, scarlet collars and facings, dark blue pantaloons, and high boots, cocked hats with red and black plumes, white leather belts, silver lace and epaulettes, pallasches with silver hilts, and carbines.

The chevaux legers have dark green jackets, scarlet collars, facings, and passepoile, silver lace and epaulettes, dark green overalls, helmets with bear-skin crests and silver mountings, with L in silver and a crown; black and red feathers, short carbines, pistols, and basket-hilted swords.

ARTILLERY.

This service comprises a battery of six 6lb. cannons, and two 7lb. howitzers, half a mounted battery of three 6-pounders, and one howitzer; with half a heavy foot battery of four 7lb. guns. The pieces and ammunition-carriages of the light foot battery are drawn by four, and all the others by six horses.

Uniform—Horse artillery, dark blue jackets, black collars and facings, silver lace and epaulettes, a single row of plated buttons, dark blue overalls, shako with black plume, black leather belts, kilted sword. The foot artillery have dark blue coats, with black collars, facings, and passepoile, white leather cross-belts, infantry muskets, bayonets, and swords. The company of sappers is dressed like the foot artillery, with the difference of crimson collars and facings.

Standards—White and Red.

Military and Civil Decorations.

Order of Lewis, (5 classes.)

Fortress.

Mentz, of the first class, and garrisoned by 8000 or 9000 Austrians and Prussians.

Principal Depôts of Military Stores.

Arsenal—Darmstadt.

Artillery Depôt—Mentz.

Powder-Mill—Nieder-Ramstadt.

CONTINGENT.

The federative constitution of Germany requires this duchy to furnish, as a member of the confederation, a contingent of 6195 men, forming part of the 8th corps of the army.

No. XIV.

BRUNSWICK-LUNEBURG.

The military power of this duchy is computed at 2432 men, of all arms, consisting of a regiment of infantry, two squadrons of hussars of the guard, and a single battery of artillery.

Although the parties acceding to the general treaty of 1815, were only expected to proportion their armed succours for the defence of the common cause to the population of their states, the government of Brunswick zealously agreed to contribute the services of 4149 men over and above the proportionate contingent of 3000 strictly required of it.

The regiment of infantry is composed of three battalions, namely, one grenadier, one body, and one rifle battalion, each having four companies.

Uniform—The grenadiers, blue with red collars and facings, and white bars; white buttons, bear-skin caps of the same pattern as those adopted in the Austrian regiments; grey trousers, white leather cross-belts, muskets, bayonets, and swords. The musketeer battalion wears shakos instead of bear-skin caps, but in other respects the dress resembles that worn by the grenadiers. The rifle corps have black dollmans with blue collars, shakos with death's head in front and drooping plumes, black trousers, black leather belts, rifles, and hangers.

The cavalry, composed of two squadrons of hussars, are dressed in blue dollmans and pelisses, with black fur trimmings, yellow embroidery, calpacks, white leather belts, carbines, swords, and pistols.

ARTILLERY.

The battery constituting this arm is formed of four 6lb. cannons, and two 7lb. howitzers (Prussian calibre.) harnessed by four horses. The dress is similar to that of the infantry, but with yellow buttons, bars, and casques, white leather belts, and infantry swords. The train wears a blue jacket with red half collar, and passepoile, white leather belts, shako, and cavalry swords.

Standards—Light Blue with Yellow.

Military and Civil Decorations.

Cross for the famous Retreat of 1809.

Silver Medal for the Spanish campaign.

Medal for 25 Years' Service.

Medal for Waterloo.

Principal Depôts of Military Stores.

Arsenals—Brunswick, Wolfenbützel.

Corn Magazine—Langelsheim.

CONTINGENT.

The number of troops, which this state furnishes to the confederated army of the Rhine, in a season of common danger, reaches 2096 men, forming a part of the 10th corps.

No. XV.

MECKLENBURGH-SCHWERIN.

This grand duchy maintains a regular force of 3580 men, composed of a regiment of infantry of four battalions, namely, one grenadier, two musketeer, of four companies respectively, and one chasseur of two companies; and to every company a section of riflemen belongs; a regiment of chevaux legers of four squadrons, one battery of artillery, and a garrison company.

Uniform—The grenadier battalion, blue with red collars, facings, and turn-backs, white lace and buttons, red epaulettes, grey trousers, and black gaiters, bear-skin caps with white cords and red plumes, white leather cross-belts, muskets, bayonets, and swords. The musketeer battalions differ from the grenadiers in the colours of their epaulettes,—the 1st battalion having white, and the 2d yellow; also by adopting plain shakos without cords, and in not carrying swords. The chasseur battalion has a blue uniform, with green collar and facings, and red turn-backs, grey trousers, and black gaiters, shako with grey cords, white buttons, black leather cross-belts, and French voltigeur muskets. The rifle sections carry rifles and langers, (couteaux de chasse.)

The dress of the chevaux legers consists of a light blue jacket with red collar, facings, and turnbacks, grey overalls, yellow buttons, helmet, broad sword, carbine, and pistols.

• ARTILLERY.

The battery belonging to this department is formed of six 6lb. cannons, and two 7lb. howitzers, with two 6lb. cartridge, two 7lb. grenade, two store-waggons, and a field-smithy: all are harnessed to six horses.

Uniform—Blue with black collars and facings, red turn-backs, grey trousers, and black gaiters, white buttons, shakos with red cords, muskets, and sabres. The train adopts a dark blue uniform with a light blue collar, shako with ornaments, and cavalry swords.

Standards—Red, Yellow, and Blue.

Citadel—Domitz.

Military Decoration.

A Medal for the campaigns of 1813 and 1815.

CONTINGENT.

This duchy contributes the services of 3580 men to the Germanic army of the confederation; who form a part of the 10th corps.

XVI.

MECKLENBURGH-STRELITZ.

The military strength of this grand duchy, whose population is estimated at 84,000 inhabitants, consists of a single battalion of infantry of four companies, or 424 men. The uniform is dark blue with red collars, facings, turn-backs, and wings, yellow buttons, grey trousers,

and black gaiters; in summer, white; shakos, white leather cross-belts, muskets, bayonets, and sabres.

This state furnishes a *contingent* of 717 men to the 10th corps of the federation army of the Rhine.

A medal is worn for the campaigns of 1813 and 1815.

Standards—Red, Yellow, and Blue.

• No. XVII.

SAXE-WEIMAR.

The number of troops maintained by this grand duchy, consisting of a regiment of chasseurs of two battalions, each comprising four fusileer and one rifle company, and a corps of hussars, is estimated at 2164 men; but they are seldom kept up to their full establishment.

Uniform—Green, with two rows of embossed yellow metal buttons, green collars and facings, with two yellow bars on the collar in front, terminating in three points behind; yellow sleeve-flaps, turn-backs, and epaulettes, grey cloth trousers, and black gaiters; in summer, white linen trousers and gaiters; shakos with yellow pompons. The sharpshooters have green with a brass bugle beneath the cockade; muskets, bayonets, and straight swords; the sharpshooters' rifles with bayonets; all adopt black leather belts.

The corps of hussars is composed of 2 officers, 1 quarter-master, several non-commissioned officers, and 25–30 soldiers. The dress consists of a blue polisse with white embroidery, white fur trimmings, a red with white embroidered dollman, white leather pantaloons and Hungarian boots; white leather belts, red sabretash, shako with white cords and horsehair plume, carbine, sword, and pistols.

Under the denomination of artillery regiment, the skeletons of two battalions are preserved, each comprising 1 officer, 5 non-commissioned officers, and 48 men, who are exercised in the gun-practice for readiness in case of exigency, to serve the two 6lb. pieces which belong to each battalion, and which, together with their appropriate carriages and matériel, are kept in a state of due preparation.

Standards—Green, Black, and Yellow.

Military and Civil Decorations.

Falcon, (3 classes.)

• Medal for Military Services.

CONTINGENT.

The quota of troops which the duchy is engaged to furnish in a season of foreign war to the army of the confederated Germanic states amounts to 2010 men, and composes a part of the division of reserve.

No. XVIII.

SAXE-COBURG-GOTHA.

The amount of the contingent of troops which this duchy engages hold at the disposition of the Germanic Confederation as a member

of it, reaches 1366 men, and forms a part of the reserve division of the army.

In peace time his serene highness the reigning duke does not encumber his state by the maintenance of an unnecessary, or indeed any distinct armed force; it will therefore suffice for our purpose to observe, that when called into action, the military strength of the duchy consists of a regiment of infantry of two battalions, or eight companies, including one of chasseurs.

The uniform is green, with black collars and facings, red turn-backs, yellow lace, and a single row of buttons, black epaulettes, with the number of the company in brass; grey trousers (in summer white), shakos, with white cords; white leather cross-belts, muskets, bayonets, and swords; the chasseurs carry rifles.

Standards—White and Green.

Fortress—Coburg (of the third class).

Military and Civil Decorations.

Gold Medal for Service.

Silver Medals for the Campaigns of 1814 and 1815 for Coburg and Gotha respectively.

Principal Depôts of Military Stores.

Arsenals—Coburg, Gotha.

Manufactory of Small Arms—Zella, Mehlis.

No. XIX.

SAXE-ALTENBURG.

This duchy, containing 113,000 inhabitants, and extending over a surface of twenty-five square German miles, contributes the services of 980 men to the army of the Germanic Confederation, forming a part of the division of reserve. The force consists of four companies of infantry of the line, and a company of riflemen; their dress is green, with black collars, and facings, red turn-backs, yellow lace and buttons; grey trousers, shakos, white leather cross-belts, muskets, bayonets, and swords. The sharpshooters adopt black leather belts, and are armed with rifles and couteaux de chasse.

Standards—White and Green.

Fortress—Leuchtenburg, (of the 3d class).

Military and Civil Decorations.

The White Falcon (3 classes).

No. XX.

SAXE-MEINUNGEN.

A battalion of light infantry of one rifle, and four fusileer companies, constitutes the military power of this duchy, whose contingent to act with the division of reserve of the army of the Germanic Confederation, amounts to 1150 men. The dress consists of a dark green uniform, with black collars, facings, turn-backs, and epaulettes; two rows of yellow metal buttons; dark green trousers and leather gaiters; shakos, with black worsted cords, (the riflemen light green,) black leather belts.

The fusileers have French voltigeur muskets, which they carry slung over the right shoulder; sabres, with brass handles, with the bayonet-sheaths sewed fast to the scabbards: the bayonets are fixed only when acting in squares.

The sharpshooters have rifles and couteaux de chasse, and carry their cartridge-boxes suspended in front.

Standards.—White and Green.

Military and Civil Decorations.

Gold and Silver Medals for Military Service.

A Silver Medal for the years 1814 and 1815.

Powder Mills at Saalfeld.

No. XXI.

LIPPE, DETMOLD, AND SCHAUMBURG.

This principality maintains a small force, consisting of six weak companies of infantry, a part of which is formed into rifle detachments. The dress is green, with red collars and facings; grey trousers and black gaiters, white leather cross-belts, shakos with white ornaments, muskets, bayonets, and swords. The sharpshooters wear green uniforms, with light green collars, and facings, black leather cross-belts, rifles and hangers (couteaux de chasse).

Nine hundred and thirty men constitute the amount of the contingent of troops which this state holds at the disposition of the Confederation of Germany, for service in the division of reserve. In 1815, the house of Lippe exerted itself to embody a force of 1300 men, which formed a part of the army of the Lower Rhine.

Standards.—White and Green.

No. XXII.

NASSAU.

The quota of auxiliary troops this grand duchy embodied in 1815 for co-operation with the allied armies of that period amounted to the large number, in proportion to the population of the state, of 6080 men; and in addition to these, it was further agreed, that a body of two or three thousand troops in reserve should be ready to enter the fortress of Mentz whenever required.

In ordinary times, the regular force kept under arms is computed at 2800 men, and is composed of two regiments of infantry, one battery of artillery, and a detachment of pioneers; there are besides, a baggage-train, one troop of gendarmes, a battalion of reserve, and a garrison company.

The regiments comprise one fusileer and two musketeer battalions, each having four companies; the reserve battalion, which is applied to the service of the interior police, is composed of eight companies: its dress consists of a green camisole, with a red-collar; shako, carbine, and sword. The infantry wears a green uniform, with black collar and facings, and yellow bindings, a single row of buttons, yellow leather cross-belts, and green trousers, shako, musket, bayonet, and sword.

ARTILLERY.

This department comprises one service company, one battery of six 6-pound cannons, and two 7-pound howitzers, organized in part as foot, and in part as horse artillery; in the latter case each piece is accompanied by its appropriate ammunition carriage, with a spare lumber packed on it.

The dress resembles that adopted by the infantry, but with crimson turn-backs, and passepoile; grey trousers, and fascine knives; the horse artillery carry swords and pistols.

The pioneer detachment wears the infantry uniform, with a shield on the shako, and is armed with carbines and fascine knives. The train is dressed in green and blue, and carries swords with pistols.

Standards—Orange.

Military Decoration.

Medal for Service.

Powder Mill—at Obernhof,

CONTINGENT.

The number of troops raised by this state, as a member of the Germanic Confederation, and subject to the requisition of the Diet, amounts to 3028 men, forming a part of the 9th corps d'armée.

No. XXIII.

HOHENZÖLLERN-SIGMARINGEN, AND HOHENZÖLLERN-HECHINGEN.

These principalities do not possess, conjointly, a greater number than 50,000 inhabitants; it will therefore be conceived, that their military means are not formidable; indeed, they consist simply of three companies of infantry, two belonging to Sigmaringen, and the other to Hechingen; and, in peace time even these are not kept up to their full establishment.

The men are dressed in dark blue uniforms, and trousers, with black gaiters (in summer white linen,) scarlet collars, facings, and turnbacks; blue sleeve-flaps, and red epaulettes; white metal buttons; shakos, with a white shield in the shape of a half moon; red pompons, and short horsehair plumes; white leather cross-belts; the bandolier is worn broader than the sword-belt;—muskets, bayonets, and swords, after the French pattern, with the bayonet sheath annexed to the sword scabbard.

The contingent of troops furnished by the House of Hohenzöllern to the army of the Germanic Confederation amounts to 515 men (in two bodies of 370 and 145 men), forming a part of the division of reserve.

Standards—White and Black.

No. XXIV.

HOUSE OF REUSS.

A single battalion of infantry of four companies constitutes the entire armed force sustained by this united principality, which, as a member of the Germanic Confederation, furnishes to the division of reserve of the federated army, a body of 798 men.

The troops are dressed in white uniforms, with light blue collars, and facings; yellow buttons, grey trousers and black gaiters; shakos, white leather cross-belts; muskets, bayonets, and swords.

Standards—Yellow, Red, and Black.

Military Decoration.

A Medal for 1815.

No. XXV.

HESSE HOMBURG.

This landgrave merely preserves a skeleton of its contingent of 200 men, belonging to the division of reserve of the federative army of Germany; they are dressed in blue, with yellow collars and facings; white lace, buttons, and leather cross-belts; dark blue trousers and gaiters; shakos, muskets, bayonets, and swords.

Standards—Blue and Yellow.

No. XXVI.

SCHWARTZBURG-SONDERSHAUSEN.

This principality, containing merely 52,000 inhabitants, with 3150 houses, does not need a greater military force than it actually maintains, consisting of two companies of infantry, and a detachment of riflemen, who, however, in peace time are only occasionally assembled for exercise and practice. There are, besides, a few guards for service at the chateaux.

The contingent of troops furnished by this state to the federated army of Germany amounts to 450 men, and forms a part of the division of reserve.

The uniform is dark green, with scarlet collars, facings, turn-backs, and wings, (the guards wear red epaulettes;) grey trousers, and gaiters, (the guards high boots,) shakos, (the guards grenadier caps,) both using white (the sharpshooters green) ornaments; black leather belts, muskets, bayonets, and swords; the sharpshooters are armed with rifles and hangers, (couteaux de chasse).

Standards—White and Blue.

Arsenal at Sonderhausen.

Military Decoration.

A Medal for the years 1814 and 1815.

No. XXVII.

SCHWARTZBURG-RUDELSTADT.

The military organization of this small principality differs in few essential points from that of the other member of the same house already described.

It contributes the services of 539 men as its contingent of troops to the army of the Germanic confederation, who form a part of the division of reserve; the force consists of two companies of infantry, and a detachment of riflemen.

The former are dressed in green, with scarlet collars and facings, a single row of buttons, grey cloth trousers, shakos with blue and white pompons, and a two headed eagle in front; white cords and ornaments, black leather cross-belts, muskets, bayonets, and swords.

The sharpshooters are similarly costumed, but are armed with rifles and hangers, and carry a powder-flask, suspended on the right side by a green cord.

Standards—White and Blue.

Military Decoration.

A silver cross worn by those who fought in the campaigns of 1814 and 1815.

Powder Mill at Blankenburg.

No. XXVIII.

ANHALT-BERNBOURG.

This duchy, whose population does not exceed 40,000 inhabitants, maintains a permanent force of 120 men, composing a division of grenadier guards, and a corps of chasseurs. The former wears a dark green uniform, with scarlet collar, facings and binding, and white lace ornaments; grey cloth trousers, white buttons, and leather cross-belts; shakos, muskets, bayonets, and swords. The corps of chasseurs consists of two companies, including a section of sharpshooters. It adopts a dark green uniform, with a light green collar, facings and binding; grey cloth trousers, white buttons, shako, black leather belts, French muskets, and couteaux de chasse. The sharpshooters carry rifles, with hangers to fix on the end of them instead of bayonets.

Standards—Light Green.

Military Decoration.

Iron Medal for the campaigns of 1814 and 1815.

No. XXIX.

ANHALT-DESSAU.

Three companies of infantry, and a reserve company, with sections of riflemen distributed through the rear ranks, in all amounting to 300 men, form the standing force kept up by this duchy. The troops are dressed in dark green uniforms, with rose coloured collars, and green facings; a double row of plain white buttons; shakos with various pompons (thus: the 1st company adopts red; the 2d, white; the 3d, green; and the reserve, yellow), black leather cross-belts, dark grey trousers, and black gaiters; muskets and bayonets; the sharpshooters, percussion rifles.

Standards—White and Green.

Military Decoration.

A Medal for 1813, 1814, and 1815.

No. XXX.

ANHALT-COETHEN.

Two companies of infantry, and a reserve company, with a number of sharpshooters disposed through the ranks, constitute the military power of this duchy, which, however, in ordinary times, is not kept effective.

The dress consists of a dark green uniform, yellow collar and facings, dark grey trousers, and black gaiters, two rows of white metal buttons, shako, black leather cross-belts, musket and bayonet; the sharpshooters carry rifles.

Standards—White and Green.

Military Decoration.

A Medal for 1814 and 1815.

CONTINGENT.

The house of Anhalt, in its quality of member of the Confederated States of Germany, furnishes a contingent of troops to the division of reserve of the army amounting to 1223 men, borne by the respective duchies, in the subjoined proportions; viz.

	Men.
Anhalt Bernbourg . . .	370
„ Dessau . . .	529
„ Coethen . . .	324
	<hr/> 1223

* * In our May Number, owing to a typographical error, the fortress of Erfurt was described as situated in the duchy of Silesia instead of Saxony.

UPON THE POINT-BLANK RANGE OF ORDNANCE.

THE term point-blank conveys generally a notion of a right-line projection; and most practical gunners understand it to be so much of the first portion of a shot's trajectory as coincides, or nearly coincides, with a right line when the piece is directed horizontally. Such range must of necessity be very limited, since a shot drops, by action of gravity, at the instant it leaves the piece, below the line in which it was projected: in the first quarter of a second it will have dropped one foot; at the end of half a second, four feet; at the end of three quarters of a second, nine feet; and at the end of one second, it will have dropped sixteen feet: the descents respectively being as the squares of the times.

If the point-blank range of any piece is determined, as it usually is, by firing the piece mounted in its carriage upon an horizontal plane (the axis of its bore being directed horizontally by a spirit level), it is clear in such a case, that the axis of the piece is some height above the plane upon which the range is measured.

Allowing the height of the piece to be four feet, the flight of the shot should be exactly half a second when it first impinges or grazes upon the plane; admitting that it is affected only by the known laws of gravity and the air's resistance,

But the point-blank ranges, and those at small angles of elevation, are generally, as stated in the tables of practice, much greater than those deduced by the theorems of Mr. Robins and Dr. Hutton. It does not appear, from the tracts which those eminent men have put in our possession upon the subject of gunnery, that they were aware of a projectile's flight being disturbed by any other forces than those of gravity and the air's resistance; the first inducing a descent of the projectile, the other impeding its flight.

If in practice it is found that the first flight of a shot (projected from a piece four feet above an horizontal plane, the direction of the piece being strictly parallel to the plane) exceeds half a second, the air must not only impede its flight, but must also retard its descent in a much greater degree than would obtain from the resistance produced by the velocity of the shot's descent: the mean velocity of the shot's descent being, to the end of the half second, only eight feet per second, the resistance due to such velocity may be wholly disregarded. That the shot is, however, prevented by some means from dropping freely, experiments have, it is believed, established beyond a doubt.

In the absence of anything that may be elicited upon the subject of a shot's suspension, it is suggested, that when a shot is projected with great velocity, the air must necessarily be very much compressed before its foremost hemisphere; and if the projection be near the earth's surface, the shot, encompassed by air in an exceedingly dense state, is opposed to an unyielding material below, the resistance of which may tend to support the shot in its trajectory.

For the guidance of naval gunners the following table of ranges is compiled: the ranges are adapted to the use of sights which are now generally supplied to His Majesty's ships:—

Ranges of a 32-pounder long gun, 9½ feet; charge 10lbs. 11oz. powder, single shot; initial velocity, 1600 feet.

Elevation in Degrees.	R L	½	1	1½	2	2½	3	3½	4	4½	5	5½	6
Range in Yards.	100	390	670	900	1090	1250	1390	1515	1630	1740	1850	1955	2055
First differences		280	230	190	160	140	125	115	110	110	105	100	
Second differences			50	40	30	20	15	10	5	0	5	5	

The above ranges are measured by a line supposed to be extended horizontally from the mouth of the piece. As the first 100 yards of the shot's trajectory nearly coincides with the horizontal line, it is denominated right-line range. The ranges corresponding to the different angles of elevation are determined by the intersection of the horizontal line by the shot's trajectory.

The first and second differences are added merely to show the law of increase of range.

J. H.

ESPRIT DE CORPS.

IN spite of a thousand and one common sayings, such as "there's nothing in a name," "*le nom n'y fait rien*," "a rose would smell as sweet by any other name," "*l'habit ne fait pas l'homme*," etc., etc.,—we boldly assert that a name is everything; that a rose, called by a harsh, discordant name, would not look so well, at least on paper; and that to the very sound of *rosa*, la rose, not forgetting the Greek to *rodon**, a sweetness is added, which enhances the flower, makes it the emblem of love, and gives a colouring to it which reminds one of lovely woman's blush. We equally fearlessly assert, that although the coat does not make the man, yet it is a powerful auxiliary to confirming the gentleman; and in making the soldier, a man must not disgrace his cloth. We hear this of other professions,—the Church, for instance; and although the black or purple constitute not the vicar nor the bishop, how would either of them look in yellow or pea-green? And here, whilst we are on the subject of colours, it may not be amiss to state the value placed on them, their meaning, and effect, which differ according to the ideas and usages of the belligerent countries to which they are attached.

The pure white of the Imperial armies (although not a military-looking colour, nor handsome, except in line) denoted the immaculate reputation in and out of the field which the soldier had to maintain,—the duty neither to stain his colours nor his coat, his courage nor his name. The French infantry also adopted this colour, corresponding with the lily, with the same view; but it was not their original colour. Blue, which marked the Royal Guards of France, Spain, and Austria, was always held as a royal colour, and is considered by our navy of great value. "The blue jackets! the true blue which will never fade!" And in our artillery, inferior to none in the world; our flag too, may it ever float victoriously! The green of Russia, of the French dragoons, and of riflemen, represents at once the laurel and the field of glory, both of them perennial; and all these pomps and circumstances of war serve the best interests of the army. The green is also considered on the Continent as the emblem of hope and promise. Mottoes and names attached to regiments have also a powerful effect in establishing and in upholding an esprit du corps. Such mottoes as in France, in the olden times, characterized a regiment, were both incentives to valour and ties to attach the soldier to the corps in which he served,—the regiment of Navarre,* for instance, the device of which was "Sans tache;" Auvergne, "Un contre quatre," (the regiment having once repulsed four regiments which were opposed to it;) Picardy, "Toujours prêt," etc. etc.

I remember seeing the regiment of Navarre on its march; and when challenged at the gates of Lisle, "*Qui vive?*" the answer was "*Régiment en route*." "*Quel régiment?*" Answer, "*Navarre sans tache*." The effect was electrifying, and the grenadiers marched in with an importance and martial pride beyond description. No interest would have induced them to change their regiment, which was to them their

name,—dear to them by warlike associations, as a family name is by the ties of blood, if it is handed down to us unsullied by our ancestors: how bound we are thus to transmit it to our posterity! Amongst the other mottoes of the French army, the Irish regiment de Berwick, emigrating for a king and cause long since gone by, had for their device "*Hic et ubique fidelis*." And when in the revolution the fragments of the brigade rallied and emigrated again, to follow the fortunes of the deposed Bourbons, they raised up their standard with "*Sicut erat in principio, nunc et semper*" on it, which animated every heart beating under the red coat. Here, too, colour was everything: it was to the warrior, in the field of fight, what the white *panache* of Henri Quatre was, or the splendid *affiche* to the Vendéans of the brave La Roche Jaquelin: touching the first, the hero who wore it said to his troops, "*Mes enfans*," (a term common to French royal commanders, from himself down to Napoleon,) "look to my *panache*: wherever you see it, it will be *l'enseigne de la victoire*, (the signal of victory.*)" In regard to the second, his *placard* was, "*Si j'avance, suivez moi; si je recule, tuez moi; si l'on me tue, vengez moi!*"

The very facings of a regiment act as a stimulus—the royal blue, the green, the white, and so forth. And I remember upon many occasions, when disputes arose in France and Flanders between the townspeople and the soldiery, the latter would just point to their *paraments* (facings) and remind them what such a regiment had won in the field of fight, and how unlikely it was that any one of the corps would put up with an insult: this was, above all, frequent in Napoleon's time. Some military men have an idea that it would be advisable that the whole British army should uniformly be dressed in the same colours, scarlet and blue, which would constitute it the royal army; but experience, and many circumstances, tend to show that the soldier ought not only to be constantly reminded of his fidelity to his king, but that peculiar names (the King's Own, the King's, the Queen's, the Old Buffs, or any distinction of country or of county) are like rallying-points, signals for fight, or encouraging remembrances. How does the garb of old Gaul act as a talisman on the Highlander! How much does dress do there! The tartan is not only the reminiscent lesson for well deserving to the hardy mountaineer, but it is the cloth and colour to be kept undefiled, and never stained except by the enemy's or the brave soldier's own blood*. There is great utility in all this; all this creates *esprit de corps*: for *esprit de nation*, when merged in the military profession, becomes *esprit de corps*. The Greys, the Bays, the Blues, how well they all comport themselves *dans le champ d'honneur*,—how careful are they to preserve their name! Napoleon paid a deserved tribute to the former at Waterloo: they put him in mind of his *Vieille Garde*, who were to be patterns for imitation,—were ready to grow *grey* in the cause of king and country. And it may not be irrelevant here to observe, that in addressing his *Jeune Garde*, previous to

* This powerfully applies to the scarlet clothing of the British army, by far the most splendid and warlike in its appearance in and out of the field; and proud we may be that the best blood in England has worn and still wears it. The spirit which animates a true red-coated soldier is, that it should never be disgraced; many a great heart has worn it with worsted lace, as well as with the epaulette and embroidery.

one of his memorable battles, he said to them (in reference to the Old Guard), "Allez, mes enfans! suivez vos pères, qu'ils vous servent d'exemples, toujours, et partout."

Thus is emulation the very spirit and soul of the army. This it is that creates an esprit de corps, which is nothing else than an incessant, unwearyed endeavour to equal, if not to exceed, any other regiment, and to maintain the reputation, honour, and well-deserving of the name, facings, and distinctive marks of one's own, to which the judicious badges and commemorative names of battles fought and won give high encouragement and merited renown. The lion, the sphinx, the eagle, and elephant, are noble crests for martial caps or helmets of our own and of foreign troops. The names of victories recorded on regimental colours are heart-stirring stimuli to the young soldier, and mementos to those who have the honour of their standard in their keeping. Napoleon's device for the regimental standard was an admirable lesson and admonition,—*"Valeur et discipline"*; and in consequence thereof, when his ranks were broken and the prospect of defeat made a retreat inevitable, *"Sauvons le drapeau!"* was the soldier's anxious cry. Equally judicious was the motto of the Legion of Honour,—*"Honneur et Patrie."* And to what nation, to what troops, are honour and country dearer than to our own? Nevertheless, the prospect of promotion and the idea of glory produced an esprit amongst the French, to which alone their successes and their rank as a warlike nation are to be attributed. As names and badges forcibly operate on the soldier and the man, so also do the varieties of arms and the distinction betwixt infantry and cavalry contribute to stir up an esprit de corps—the grenadier, the dragoon, the cuirassier, the lancer. The brave La Tour d'Auvergne considered the title of First Grenadier of France that which satisfied his highest ambition; and to his grenadiers he left his heart, which, borne in an urn, was always with them. The gallant Poniatowski ambitioned being the First Lancer of France, and terminated his career most gloriously. Of dragoons and hussars the reputation is also most high; nor can I omit the compliment paid to the title of dragoon, contained in a song composed by my friend the Colonel Comte François Jancourt, and sang at a splendid regimental banquet of La Reine Dragon, which he commanded before the Revolution. The verse in question runs thus:—

"Toujours le titre de dragon
Suffit pour un éloge;
La gloire se plaît sans ce nom,
Et la gaieté s'y loge."

Nothing can be more expressive, nor paint more plainly the life and courage of the bold dragoon. And these regimental and martial feelings have existed time immemorial. The Celts had their clan-badges,—the heather, the broom, the oak, or other branch. The national badges, when assumed by regiments, produce esprit de corps. And in the days of the immortal Wolfe, different corps were called the Glories, the Steadies, and the like: this I had from a dear friend now no more, who knew the general as a lieutenant-colonel when quartered at Winchester, long previous to the affair of Quebec, and who told me that no man ever had more esprit de corps nor country feeling than him.

He was particular in his discrimination between a Kentish man and a man of Kent; this last distinction he personally and proudly claimed, always adding, that "the men of Kent were an unconquered and an unconquerable people, as William the Conqueror well knew." By the way, the 3d Foot, or Buffs, is the East Kent; and would it not be a proud badge to call them the "Men of Kent?" General Wolfe was likewise a great admirer of grenadiers, and fond of the song called "The British Grenadiers." The name of grenadier seemed to him to elevate and ennoble the private; nor was he singular in this, for I have heard a number of officers of high rank abroad, when stating their successive promotions, single out the first step from a battalion-man to a grenadier, as a very gratifying rise. How glorious were the Hungarian grenadiers who fought, bled, and conquered for their magnanimous, high-couraged Empress, Maria Theresa! And what might not be looked for from a brigade of British grenadiers, fighting for their beloved king and country?

I shall conclude this article on *Esprit de Corps* by noticing that which the household brigade, the guards, and body guards of most countries have: how splendid, how chivalrous were the Imperial Guards and the Gardes Nobles! What a proud spirit animated them! How were those of the Bourbons literally cut to pieces in their monarch's cause! What was the steady fidelity of the Swiss Guards, who were sacrificed upon the altar of honour and fidelity! How often did the Walloon Guards of Spain turn the fate of battle, and serve as ramparts to royalty in rebellious times! And, coming to our own Guards, where could the inquiring eye find a finer corps, or one animated by a higher sense of honour. The Guardsman is at once the hero and the elegant; the pride of the ball-room and parade—of the banquet and the ensanguined field of fight. And if the private may relax in duty or propriety in quarters, place him in the front of battle, and his worth and weight will tell. The Grenadier Guards will ever be high in renown, and will justify the general motto of the British grenadier—"Nec asperantent." The Coldstream will continue, as heretofore—"Nulli secundus." And "Nemo me impune lacessit" will characterize the 3d or Scotch Fusilier Guards. And last, though the first in our dear love, "the Life Guards,"—name to me grander and more sonorous than any gardes du corps. How does the *esprit de corps* fit well those lofty men of war! The person of their king is, by their title, committed to their guarding; they are the most splendid emblems of all the pomp and circumstance of war; the finest companions of a gorgeous and royal pageant or procession, that can possibly be picked out; and when confronted in the gory field with the most seasoned and successful troops, how did they proclaim St. George and merry England against the world in arms! May the upholding of the *esprit de corps* ever produce such soldiers! and to this, my first and ever-honoured corps, may these faulty, yet zealous pages, be acceptable.

Dedicated by

AN OLD LIFE GUARDSMAN.

MEMOIR OF THE LATE MAJOR-GENERAL SIR JOHN MALCOLM,
G.C.B. AND K.L.S.

THIS highly-distinguished individual was born in 1769, and was but thirteen years of age when sent out to India to the care of his maternal uncle, the late eminent Dr. Gilbert Paisley. Sir John was one of seventeen children; and it is a remarkable occurrence, that three brothers, Sir James, Sir Pultney, and Sir John Malcolm were honoured on the same occasion with the dignity of Commander of the Order of the Bath.*

In 1781 he was appointed to a Cadetsip on the Madras Establishment; Ensign, in the same year; Lieutenant, 1st November, 1788; Captain-Lieutenant, 29th November, 1797; Captain, by brevet, 7th January, 1796; Captain, regimentally, 19th September, 1798; Major, 27th January, 1802; Lieutenant-Colonel, 18th December, 1804; Colonel, by brevet, 4th June, 1813; Colonel, regimentally, 8th April, 1810; Brigadier-General, in May, 1817, (but which rank had been previously conferred upon him in 1808 and 1809, as a temporary commission, to be held by him during his absence from the British Indian territories on his mission to Persia;) and Major-General, 12th August, 1819.

The subject of this memoir arrived in India in 1783, and in February, 1794, returned to England for the recovery of his health. In 1795 he re-embarked on board the same ship with General Sir Alured Clarke, who was proceeding to Madras as second in council, and commander-in-chief at Fort St. George, and intrusted, in his way thither, with the command of a secret expedition against the Cape of Good Hope. Upon the arrival of the fleet in False Bay, General Clarke conferred upon Lieutenant Malcolm a conditional appointment, as his aide-de-camp, and employed him in procuring 400 recruits for the Madras army, from among the German troops who had been taken prisoners of war at the Cape. For these services he obtained the recorded approbation of that General and of the Madras government, by whom he was appointed, 29th January, 1796, Secretary to the Commander-in-Chief, and on the 21st January, 1798, to succeed Major Allan as Town-Major of Fort St. George. In September, 1798, Captain Malcolm was appointed Assistant to Captain Kirkpatrick, the resident at Hyderabad; in November following, he was called from thence, by express summons, to Calcutta, where he arrived, charged by Meer Allum with some verbal communications to the Governor-General, Lord Mornington, of considerable importance. He immediately accompanied his Lordship on his way from Calcutta to Madras. In December, he quitted the Governor-General, and received instructions to proceed immediately to join the Nizam's contingent force; and the January following (1799) he was invested with the chief command of the infantry of that force, which continued to act under his direction during the campaign that terminated in the death of Tippoo Sultan, and the surrender of his capital to the British army. The services of this officer, during that campaign, were various, as he was not only political agent with the Nizam's army, and commanded all the regular troops of that prince, but was, with Sir Arthur Wellesley, Colonel Close, and Major Agnew, one of a political commission: he had also charge of all the supplies from the Deccan.

After the fall of Seringapatam, Captain Malcolm was appointed jointly with Captain (afterwards Sir Thomas) Munro Secretary to the Commissioners, to whom was entrusted the adjustment of the affairs and division of the territories of Mysore, and the investiture of the young Rajah with the government of that country.

Shortly after the termination of the Mysore war, and the arrangements of the conquered territory were completed, it was deemed expedient that a

* Sir John was subsequently raised to the dignity of Grand Cross of the Order.

commission should proceed from the supreme government of India to Baba Khan, in order to ascertain the intentions and power of that prince, and more particularly of Zemaun Shah; and under the apprehension that the latter was meditating the invasion of Hindostan, to engage the court of Persia to act with vigour and decision against either him or the French, should either attempt to penetrate to India through any part of the Persian territories. For this service, involving the most essential interests of the East India Company, Captain Malcolm was selected, and ordered to quit Hyderabad in October, 1799, and proceed to Bombay, there to embark for Persia; and, should the season admit of it, to touch at Muscat in his way thither, in order to endeavour to adjust any points relating to the British interests at that place, which the Bombay government should recommend to his attention.

On the 1st February, 1800, Captain Malcolm reported to the Governor-General his arrival at Bushire, and his having concluded an agreement with the Imaun of Muscat, which provided for the future residence there of an English gentleman in the capacity of agent of the British Government. And on the 20th February, 1801, he transmitted to Bengal copies of two treaties which he had concluded with Persia, the one political, the other commercial. Captain Malcolm reached Bombay, on his return from Persia, 12th May, 1801, and arrived in Calcutta in September following, when he was appointed Private Secretary to the Governor-General.

On the decease of the Persian ambassador, Hajed Kulleel Khan, who was accidentally shot at Bombay, in 1802, Major Malcolm was immediately despatched to that presidency, invested with authority to conduct all affairs respecting the embassy from the King of Persia to the British Government, and to make every necessary communication to the King of Persia and his minister; also, with instructions to console, and, as far as possible, compensate the family and relations of the deceased ambassador, and to make the necessary arrangements for their return to Persia. The Bombay Government were instructed, upon this occasion, to receive Major Malcolm at Bombay with the honours due to an envoy to any foreign state, from the supreme British authority in India. In August, 1802, Major Malcolm quitted Bengal for Bombay, and returned in November, having, as is stated in a letter from Bengal to the Secret Committee, "completely succeeded in accomplishing the objects of his mission without subjecting the Honourable Company to any considerable expense, or imposing any important permanent burthen on the Hon. Company's finances," &c.

In November, 1802, while Major Malcolm was at Bombay, Governor Duncan received a communication from the Peishwa, stating the extremity to which he was reduced by the intrigues of Jeswunt Rao Holkar, and requesting an asylum in the British territory. Before any answer was returned to this letter, it was judged proper to consult Major Malcolm, who, at the request of the Government, communicated to them his detailed sentiments on the conduct which he judged it advisable for them to pursue on that occasion.

Major Malcolm was nominated, in February, 1803, to the Presidency of Mysore, and, in March following, Lord Clive, in a minute, adverting to the extensive acquaintance of Major Malcolm with Lord Wellesley's sentiments, relative to the political interests of the British Government in the then crisis of Mahratta affairs, states that he had, in compliance with his Lordship's wishes, determined to employ the abilities of Major Malcolm on such affairs of a political nature, as the advance of the British troops into the Mahratta territory might give rise to. The Major was accordingly desired to proceed to the head-quarters of Lieut.-General Stewart, who was recommended to repose that confidence in him "to which he was entitled by his great public services, by his distinguished zeal, and by his extensive experience."

Shortly afterwards, Major Malcolm joined the detachment of the army

under Major-General Wellesley, at whose request he accompanied the force to Poonah, in order to assist the Major-General in the adoption of measures for the conciliation of the Peishwa's southern rajahs, Sirdaro and Jageerdahs, respecting which he prepared, and, in April, transmitted to Lord Clive, a memorandum, containing a full description of their political influence and numerical force. It is further to be observed, that the late Sir Barry Close conducted some of his personal discussions with the Mahrattas jointly with the assistance of Major Malcolm.

In January, 1804, Major Malcolm was sent from the camp of Major-General Wellesley, on a mission to the court of Dowlah Rao Scindia, with whom he concluded a treaty of defensive alliance and subsidy. On the 14th of May Major Malcolm was compelled, by ill health, to quit Scindia's camp; but not till he had vindicated the honour of the British government, upon the occasion of an insult being offered to it by Scindia Dowlah. He obtained the particular commendation of the governor-general for the "judgment and firmness he evinced on this occasion." Major Malcolm proceeded to Mysore, whence he was called to Calcutta with all possible despatch, in March, 1805, for the reasons assigned in the following extract of a letter from the Bengal government to the Surat committee. "The governor-general deems it proper to intimate to your honourable committee in this place, that the governor-general being desirous of receiving personally from Lieut.-Col. Malcolm, the president at Mysore, information on various points connected with the political interests of the British government, which that officer's employment in the field with Major-General the Hon. Sir A. Wellesley, and subsequently at the court of Dowlah Rao Scindia, has enabled him to acquire, had directed Lieut.-Col. Malcolm, in the month of March, to proceed to Fort William with the least practicable delay; and that in consequence of Colonel Close's detention at Nagpore, and the probability that circumstances might occur to prevent the prosecution of his journey to the camp of Dowlah Rao Scindia, the governor-general had determined to supply the eventual defect of Colonel Close's able agency at the court of Dowlah Rao Scindia, by despatching Lieut.-Col. Malcolm to his highness's camp. Lieut.-Col. Malcolm arrived at the presidency of Fort William on the 15th of April, and the governor-general having judged it proper, previously to that date, to invest him with the general control of military and political affairs in the Deccan, Lieut.-Col. Malcolm was directed to proceed to the head-quarters of the British army, eventually to be despatched to the court of Dowlah Rao Scindia, for the purpose of conducting such negotiations as might be prescribed directly by the orders of the governor-general, or by the instructions of his excellency the commander-in-chief, under the governor-general's authority."

Lieut.-Col. Malcolm, shortly after his arrival at the head-quarters of the Bengal army, received instructions from Lord Lake, to take charge of the office of the governor-general's agent, vacant by the departure of Mr. Mercer, for Fort William; and from this time, June, 1805, to March, 1806, he continued with the Bengal army, occupied in the performance of the most active and responsible political duties; among which, were the conclusion of a new treaty of amity and alliance with Dowlah Rao Scindia; a treaty of peace and alliance with Jaswunt Rao Holkar, and of amity with the Sikh chieftains, Runjeet Sing and Futteh Sing.

In consequence of the extra expenses he had been obliged to incur, during the various missions and diplomatic duties he had been called upon to perform, in the preceding five years, the sum of 50,000 Sicca rupees with interest from the period (1812) of his quitting India, was presented to him in 1814.

Lieut.-Col. Malcolm in March, 1807, arrived at Fort St. George, on the way to the resumption of his residency of Mysore, in the performance of the duties of which appointment he did not long continue; the political state of Europe, and the increased power and extensive projects of Buonaparte, hav-

ing, towards the close of the year, furnished fresh occasion for his employment as a diplomatist. Intelligence of the French design of invading India through Persia, and that the invaders would probably be supported in it by the Turkish and Persian states, reached the governor-general, Lord Minto, late in 1807; in consequence of which, his lordship appointed Lieut.-Col. Malcolm to be the governor-general's political agent, and to be vested with plenipotentiary powers in Persia, the Persian Gulph and Turkish Arabia. By this appointment, the powers of separate political agency possessed by the residents at Bagdad, Bussorah, and Bushire, were suspended; and Lieut.-Col. Malcolm was authorized, at any time, which he might judge it to be expedient for the benefit of the public service, to take upon himself the powers of Resident at any of those stations. He was also, in addition to his powers as political agent, furnished with credentials as envoy or ambassador to the court of Persia, and to the Pasha of Bagdad, in the event of his finding it practicable or expedient to repair, in person to either or both of those courts.

In April, 1808, Lieut.-Col. Malcolm quitted Bombay for the Persian Gulph, and arrived at Bushire on the 10th of May, from which place he transmitted to the Bengal government, a paper, represented by them to the Court of Directors, as "a very able historical review of the late intrigues of the French in Persia, and of the military operations of Russia on the north-west frontier of that kingdom." The ascendancy which the French government had acquired in the councils of the Persian monarch having, however, rendered all attempts to procure the reception of the British mission unavailing, except through means which Lieut.-Col. Malcolm stated at full length in his despatches he deemed derogatory to the British character, he resolved on immediately quitting Bushire, and returning to Calcutta (leaving his secretary, Captain Pasley, to act on any emergency) for the purpose of affording the governor-general, in person, full information respecting the then existing state of affairs in Persia, and of consulting with his lordship upon the most expedient measures to be adopted in consequence thereof, by the British government in India. Lieut.-Col. Malcolm's return was approved by the Bengal government, though they did not concur in the propriety of some of his anterior proceedings. The governor-general in council observed, "Notwithstanding the total failure of our views in Persia, the general tone of his (Lieut.-Col. Malcolm's) measures has vindicated the dignity and honour of the British government."

The Bengal government having, in November, 1808, determined to send an expedition to the Persian Gulph, consisting of a military force of about 2000 men, Lieut.-Col. Malcolm was selected to conduct it, and vested with the same diplomatic powers as were conferred upon him in his former mission. In addition thereto, the separate commission of brigadier-general, which had also been given to him on the former occasion, was ordered to be considered as still in force. When the expedition in February, 1809, was on the point of sailing from Bombay, advices were received from Europe, which Lieut.-Col. Malcolm conceiving might alter the views of the Bengal government, he resolved to delay his departure until the arrival of further instructions. These having arrived towards the end of the month, and directing the entire abandonment of the expedition, the governor-general highly complimented him for his disinterested regard for the public service, in postponing his departure until apprized of his lordship's sentiments regarding the expediency of prosecuting the expedition under the altered state of circumstances which had taken place.

The brigadier-general now proceeded to his Residency at Mysore; but in October, 1809, the state of affairs in Persia being considered by the governor-general to be such, as again to require the presence of this officer, provided assurances were received of his suitable reception, he was reappointed envoy to the Persian and Arabian courts. Upon his arrival at Bushire in February, 1810, he assumed, in obedience to his instructions, the functions

of envoy plenipotentiary on the part of the British government in India, to the court of his Persian majesty, where he met with a most gracious and distinguished reception. He remained, however, but a short time in the Persian camp, having requested leave to depart, on hearing the nomination in Europe, of Sir Gore Ouseley to be his majesty's ambassador at the Persian court. The king of Persia expressed his regret at his early departure, and instituted the Order of the Lion and Sun, to bestow it upon him*. His majesty presented him with the Star of this Order ornamented with diamonds, and a sword, and also nominated him a Khan and Sepahdar of the empire.

On the 6th of October, 1810, while at Bagdad, on his return from Persia, the brigadier-general transmitted to the Bengal government his final report on the affairs of that kingdom; with an account of its geography, internal government, policy, resources, and condition, and accompanied by a map, geographical memoir, and abstracts of the merits of different officers employed under his orders. This report was acknowledged by the government in the most flattering terms.

Brigadier-General Malcolm reached Bombay on November, 1810; in July, 1812, he returned to this country, and shortly after his arrival, he received from the king the honour of knighthood. He continued at home till 1816: and during this period, the subject of the renewal of the East India Company's Charter having come under the consideration of parliament, his evidence was required before committees of the Lords and Commons.

Sir John Malcolm having arrived in Bengal early in 1817, he was immediately attached as the governor-general's political agent, and, with the rank of brigadier-general, to the force under Lieut.-Gen. Sir T. Hislop, then about to commence important operations in the Deccan.

In the war which followed the defection of the Peishwa, Sir J. Malcolm was appointed to command the third division of the army. In September, Talyra was taken by surprise, under the orders of this officer; and early in December, he joined Sir T. Hislop at Ougein. On the 21st of the latter month the battle of Mehidpoor was fought, and followed by the complete defeat and dispersion of the hostile army under Mulhar Rao Holkar, which was pursued for eight days by the cavalry and light horse under Sir J. Malcolm. The following remarks are from the General Orders issued by the Commander-in-Chief on the field of battle:—"His Excellency must notice the undaunted gallantry with which the charge was made upon the guns, under the conduct and direction of Brigadier-General Sir J. Malcolm."—"The Commander-in-Chief would not feel himself justified were he to omit his warmest thanks and acknowledgments to Brigadier-Gen. Sir J. Malcolm, for the important assistance he derived throughout the day from that officer's judgment, experience, and personal exertions in conducting the assault on the left of the enemy's line." Sir T. Hislop, in his despatch of 23d December, further observes,—"Your Lordship is too well aware of the high professional character and abilities of Brigadier-Gen. Sir J. Malcolm to render it necessary for me to dwell upon them. I shall therefore merely express my admiration of the style of distinguished conduct and gallantry with which the assault on the left of the enemy's position was headed by the Brigadier-Gen., and my warmest thanks for the great and essential aid I have derived from his counsels, as well previous to, as during, the action of the 21st inst." Lord Hastings, advertng to the same event, in his General Order of 21st February, 1818, says, "The chivalrous intre-

* The Order of the Sun, which was the first of this description in Persia, was presented to General Gardanne, the French ambassador, and offered to Sir Harford Jones, envoy from his Britannic majesty; who refused it, because it was created for the representative of an enemy. Sir J. Malcolm, on the same offer being made, declined it on the ground that Sir Harford Jones had done so; when the king of Persia, declaring his first English friend must have a mark of his favour, instituted the Order of the Lion and Sun, which are the arms of Persia.

pidity displayed by Brig.-Gen. Sir J. Malcolm, in the battle of Mehidpoor, and the admirable tact manifested by him in the subsequent negotiations, advanced the public interests no less than they distinguished the individual." Mr. Canning, the President of the Board of Control, after moving the thanks of Parliament to Sir T. Hislop, went on to say, "And to Sir J. Malcolm, who was second in command on that occasion, but who is second to none in valour and renown. The name of that gallant officer will be remembered in India as long as the British flag is hoisted in that country."

The rajah of Mysore, in acknowledgment of his obligations to Sir J. Malcolm, for his attention to the Mysore troops during the whole of the Pindarry war, presented him with a sword and belt, valued at 500 pagodas, which were taken by his silladar horse from Mulhar Rao Holkar during the action.

Sir J. Malcolm, as already stated, continued in pursuit of the fugitives after the battle of Mehidpoor, having under his command the larger part of the light cavalry and infantry, joined by a light detachment from the Bombay army, under Colonel the Hon. L. Stanhope. Coming up with the retreating force, he captured the whole of the enemy's bazaar, camels, 7000 bullocks, &c., and, making prisoners of the men, he immediately disarmed them, and sent them about their business. Thus vigorously encountered, Holkar gave up the contest, and signed a preliminary treaty, which Sir J. Malcolm had sent to him, and on the 13th June, 1818, Sir John negotiated, under the instructions of Sir T. Hislop, upon its basis, a treaty of peace with the vanquished chief, by which the latter made very considerable cessions and remunerations to the British Government, and pledged himself to a future co-operation with the British forces.

Lord Hastings, immediately after, employed Sir J. Malcolm in restoring and settling the distracted government and territories of Mulhar Rao, so as to render that government, in the hands of the British, an instrument for restoring the peace of India, of which it had, for a series of years, been one of the most active disturbers. In February, 1818, Scindia's general, Jeswunt Rao Bhow, and a Pindarry chief, Kurreem Khan, surrendered to Sir J. Malcolm. Several other Pindarry chiefs followed the example of the latter, and were, like him, treated with consideration and humanity. In this month, the division of the Deccan army, under Sir J. Malcolm, was separated therefrom, and placed, by order of the Governor-General, under his Lordship's immediate directions, with a view to the accomplishment of some ulterior arrangements. In April, the settlement of the district of Soondwarrah and suppression of the excesses of the freebooters therein, is mentioned by Lord Hastings as having been effected by this officer in such a manner as to entitle him to his entire approbation; and on the 27th May, his Lordship expressed his perfect concurrence in the whole of Sir J. Malcolm's proceedings with respect to the occupation of the possessions of the late peishwa (Bajee Rao) on the Nerbuddah. But the complete suppression of that chieftain, to whose treachery was ascribed all that had given a character of importance to the war, was, in his Lordship's opinion, an object at this time of great moment, as leading, in connexion with the extirpation of the Pindarries, to the entire pacification of India. To this object, therefore, the several divisions of the army in the field applied themselves, and, in the pursuit of it, Sir J. Malcolm very early obtained the most accurate information respecting Bajee Rao's movements: by which means he was completely surrounded on the 30th of that month, then retaining under his command a force which did not exceed 2000 horse, 800 infantry, and two guns. Thus circumstanced, he resolved upon negotiation, and sent two vakeels to Sir J. Malcolm, who proposed a personal conference, which was agreed to. Its result was, the peaceable surrender to Sir J. Malcolm of the fallen prince, upon an agreement that he should be allowed to reside in the British dominions, and there to enjoy a revenue of eight lacs of rupees per annum. The surrender of Bajee Rao was followed by the entire dispersion of his followers.

The next service with which he was intrusted was the suppression of the mutiny of the Arabs in Bajee Rao's service, in which he completely succeeded.

After the termination of the war, Sir J. Malcolm continued in Malwah for the purpose of making arrangements with the neighbouring states, and establishing the Company's authority in that province and the other territories which had been ceded to them. Several treaties were concluded under his orders, in which were displayed his usual zeal and intelligence.

The ex-rajah of Nagpore, who had been driven from his throne and capital in consequence of his treachery towards the British Government, continued at large, and, after wandering about the country, was admitted into Nagseerghur, of which the killedar, Jeswunt Rao Sar, retained possession for some time after the general pacification of central India. Military operations were accordingly commenced against this fortress in March, 1819, and on the 10th April it surrendered to the force under Brig.-Gen. Doveton, the ex-rajah, Appa Sahib, having previously fled in disguise, with only one or two followers, and sought refuge beyond the Sutledge. Sir J. Malcolm's assistance in the reduction of this fortress was most handsomely acknowledged by Brig.-Gen. Doveton, in the General Orders issued on the occasion.

During the remainder of Sir J. Malcolm's residence in Malwah, he was particularly employed in the settlement of a number of disarmed Pindarries, by the assignment to them of lands and other assistance, at a very trifling expense to Government; in the amicable adjustment of the conflicting claims of Scindia and Holkar, and those of numerous other princes and chiefs; in the compilation of notes of instruction to the several officers, civil and military, who were left by him in Malwah at the time of his departure. In August, 1821, Sir J. Malcolm proceeded by the way of Bombay to Calcutta, where he continued a short time, and then determined to return to England over-land for the benefit of his health. We extract from the General Orders* issued on this occasion the following paragraph:—

"Although his Excellency the Governor-General in Council refrains from the specific mention of the many recorded services which have placed Sir J. Malcolm in the first rank of those officers of the Hon. Company's service, who have essentially contributed to the renown of the British arms and counsels in India, his Lordship cannot omit this opportunity of declaring his unqualified approbation of the manner in which Sir J. Malcolm has discharged the arduous and important functions of his high political and military station in Malwah. By a happy combination of qualities, which could not fail to earn the esteem and confidence both of his own countrymen and of the native inhabitants of all classes, by the unemitting personal exertion and devotion of his time and labour to the maintenance of the interests confided to his charge, and by an enviable talent for inspiring all who acted under his orders with his own energy and zeal, Sir J. Malcolm has been enabled, in the successful performance of the duty assigned him in Malwah, to surmount difficulties of no ordinary stamp, and to lay the foundations of repose and prosperity in that extensive province, but recently reclaimed from a state of savage anarchy, and a prey to every species of rapine and devastation. The Governor-General in Council feels assured that the important services thus rendered to his country by Sir J. Malcolm, at the close of an active and distinguished career, will be not less gratefully acknowledged by the authorities at home, than they are cordially applauded by those under whose immediate orders they have been performed."

Upon his arrival at Fort St. George, he obtained from the Governor in Council of that presidency permission to repair to England, and, upon his quitting Madras, a General Order was issued, in which we find the following well-merited compliment:—

"His career has been unexampled; for no other servant of the Hon. Company has ever, during so long a period, been so constantly employed in the conduct of such various and important military and political duties. His great talents were too well known to admit of their being confined to the mere limited range of service under his own presidency. The exercise of them in different situations has connected him with every presidency, and rendered him less the servant of any one of them than of the Indian empire at large."

* We regret that our limits have prevented us inserting the numerous General Orders and public testimonies respecting this most distinguished character.

Sir John arrived in England in April, 1822, and, soon after, was presented with a superb vase, valued at 1570*l.*, as a testimony of respect, from the gentlemen who acted under him in the Mahratta war of 1818 and 1819.

In 1827, Sir John was appointed Governor of Bombay; he retained that important office till 1830, when he finally returned to England. He was shortly after elected representative in Parliament for Launceston, and, during the progress of the Reform Bill, was an active opponent of that measure. In the course of his opposition, Sir John brought forward the strongest representations on the evils that the Bill would occasion to the colonies, inasmuch that they would be deprived of all representation. At the general election that followed the passing of the Reform Bill he was an unsuccessful candidate, as might be expected, for the borough of Dumfries.

Sir John Malcolm was the author of several works of a political and military character; and, at the period of his death, we believe, had completed the Memoirs of the late Lord Clive. Upon this work he had been long employed, and to which, he stated to the writer of these papers, he had devoted unremitting attention. His last public address was at a meeting at the Thatched House Tavern, for the Abbotsford subscription; and, on that occasion, the sentiment with which he concluded a most animating appeal was, "that when he was gone, his son might be proud to say, that his father had been among the contributors to that shrine of genius." On the day following he was struck with paralysis, from which he never recovered. His death took place in Princes Street, Hanover Square, London, on the 31st May last.

In person, Sir John Malcolm was tall and vigorous, and he took great delight in athletic amusement; his voice and mode of address were manly; but the strong Scottish dialect, which, even his continued service in other climes had not removed, prevented him from being a pleasing speaker in the House of Commons during the short time he sat in Parliament.

MEMOIR OF THE SERVICES OF THE LATE VICE-ADMIRAL SIR EDWARD JAMES FOOT, K.C.B.

SIR E. J. FOOT, whose decease we recorded last month, attained the rank of Captain in his Majesty's Navy on the 7th of June, 1794, having previously served as Commander of the *Atalante*, *Ariel*, and *Thorn*, sloops of war.

When in command of his Majesty's ship *Niger*, of 32 guns, in May, 1795, he assisted at the capture (in company with the late Admiral Sir R. Strachan) of a French convoy off Jersey; on the 12th April, 1796, destroyed *L'Ecurieul*, of 18 guns, near the Penmarks; and was present at Sir John Jervis's action off Cape St. Vincent, on the 14th February, 1797; the *Lively*, *Niger*, and *Southampton* being the only frigates.

In October, 1797, being appointed to his Majesty's ship *Seahorse*, of 46 guns, he retained her till she was put out of commission in October, 1802. During his command of that ship, he assisted at the capture of *La Bellicieux*, a French privateer of 18 guns and 120 men, off the coast of Ireland.

In 1798 the *Seahorse* was ordered to the Mediterranean; and while cruising off the island of Pantellaria, discovered a French frigate, and after a chase of twelve hours, and a close action of eight minutes, captured her, she proving to be *La Sensible*, of 36 guns and 300 men, on her way to Toulon with Buonaparte's account of the capture of Malta. The *Seahorse's* casualties in this action amounted to two killed and sixteen wounded; the first lieutenant (Willmott) being among the latter. On board the French frigate, eighteen were killed and thirty-seven wounded.

The Sensible had on board a brass cannon formerly taken from the Turks, which Louis XIV. had presented to the Knights of Malta, and also a silver model of a galley. Even at that early period of his career, Buonaparte let no opportunity of plunder escape him.

In 1799, Captain Foote, in the *Seahorse*, took charge of the blockade of the Bay of Naples, by order of Lord Nelson. The events which occurred during that period have been variously described, and in 1807, Capt. Foote published a pamphlet vindicating *his* character. In consequence of the *Seahorse* getting on shore off Leghorn, and sustaining very considerable damage, she was compelled to return to England to be repaired and refitted. Previous to quitting the station, Lord Nelson forwarded to Captain Foote an elegant snuff-box set with diamonds, being a present from the King of Sicily.

In May, 1800, the *Seahorse* was again sent to the Mediterranean, conveying thither Rear-Admiral Sir Richard Bickerton and General Sir Ralph Abercromby. Returned to England in September; and the following summer had the honour of being in attendance on his late Majesty George III. and his royal consort, at Weymouth. He afterwards went to India with ten sail of East India ships bound to Calcutta: and was finally paid off in October, 1802.

Captain Foote had severally the command of the *Princess Augusta* and *Royal Charlotte* yachts. Was promoted to the rank of Rear-Admiral on the 12th August, 1812: and shortly afterwards hoisted his flag, as second in command, at Portsmouth, which station he retained until the peace in 1815. Was appointed a Vice-Admiral in 1821, and nominated a K.C.B. on the 19th May, 1831.

Sir E. J. Foote, in 1803, married the eldest daughter of the late Vice-Admiral Patton, who died in 1816, leaving a family. For several years he resided in the neighbourhood of Southampton, was distinguished for his mild and gentlemanly manners, and his loss will be deeply felt by a numerous and most respectable circle of relatives and friends. Sir E. Foote was about sixty-six years of age.

* FOREIGN MISCELLANY.

FRANCE.

MARSHAL Soult, Minister of War, presented, on the 1st of May, to the King, a confidential report, in which he states the advantages of the general plan of military organization, framed by him for the defence of the country. The following is an analysis of this report, a copy of which has fallen into our hands:—The Marshal commences with a summary of his measures as Minister of War since he came into that office. He states, that he has aimed to combine all the elements, and to establish the bases of the military system as they are required by the honour and safety of a great nation. This task has been founded upon three fundamental principles.—First, to give to the army an organization susceptible of receiving at all times any augmentations that circumstances may require; and, at the same time, to restore to their peaceful labours all the men who may become no longer necessary for the defence of the country. Secondly, to augment the *matériel* in proportion to the effective, and even to the presumable increase of the army. Thirdly, to complete the defences of the country by a well-connected series of fortifications upon several lines, and by the organization of a permanent reserve, calculated to unite the active army with the National Guard, so that they may mutually support each other, either in defending the kingdom against invaders, or against any internal violation of the laws. These results have already been obtained in part. On the 31st December,

1830, the effective army amounted to 272,839 men, and the expense of them to 233,613,402 francs. In December, 1831, the effective army consisted of 398,660 men, and cost 381,022,000 francs; which, on the 31st December, 1832, was increased to 426,733 men, and the charge to 334,767,334 francs.

For the year 1833, the number of effective men is regulated by the budget at 410,000 men, and the expense at 305,574,288 francs.

The probability of the continuance of peace, and motives of economy, have induced the Marshal to reduce the effective of the army for the year 1834, to 286,000 men, though he is convinced of the policy of not allowing the peace establishment of the army to be reduced below 310,000 men: therefore, though the full amount of this number is inserted in the budget, the credit required is sufficient for only 286,000 men.

In support of this calculation, the minister has presented tables of the composition of the army, from which it appears, that the reductions are made principally in the infantry, the artillery, and the waggon-train, while they are very small in the engineers and gendarmerie, and scarcely any thing in the cavalry. This inequality is accounted for by the necessity of keeping the cavalry up to the ordinary standard, from the great length of time required to drill the men and break the horses for the cavalry. The Marshal proceeds to the military system of France, as he conceives it should be, and says,—"In the political situation in which France has felt herself placed since the revolution of July, I have never supposed that she could be threatened with war from any power singly, for the state that should be capable of committing an act so rash would soon receive a terrible lesson! But I have always considered that if France had to wage war at all, it would be against several powers combined, who would excite, at the same time, a civil war as a perfidious auxiliary. With these views, I have constantly endeavoured to render the army as powerful as possible, and to render, in particular, its organization and discipline as perfect as possible, in order that it might always be in a state to face whatever danger might arise, whether from internal or external foes. I then considered an effective force of 550,000 men as quite necessary: and, consequently, when I came into office, I announced to the Chambers that the army should be raised to 500,000 men, and constantly repeated, that, in case war came on, I was confident of enabling your Majesty to employ the whole of this force; and that, independently of the support it would receive from the concurrence of the National Guards. The nation will become familiarized with this idea of grandeur, or rather with this true power, and foreign countries will found their calculations upon it. Nevertheless, in the importance of these results we must only see the first part of our military system—that by which it is to be completed is the reserve; but the formation of this second part could only be commenced in 1833. The entirety of the levies of 1830, 1831, and 1832 have been employed, but of those of the following year, 70,000 remain in *disponibilité*, in addition to 100,000 which must be dismissed or leave in 1834, when the effective force of the army will be 300,000 men, forming an imposing reserve. This is the reserve which appears natural and necessary to complete the military system of France. To establish its bases, determine the organization which is specially applicable to it, and point out the mechanism which unites it with the army, is a new task which I propose to myself, and of which I submit the outlines to your Majesty.—1. To effect the levy of a class only in the year following that in which it has been called out; 2. To require of the levy three full years of active service, namely:—to keep the soldiers under their standards during the second, third, and fourth years after their having been called out; 3. To let the employment of the fifth year be subordinate to the wants of the army for replacing its losses, and these wants being supplied, to transfer the surplus of this annuity to the reserve; 4. To devote the sixth and seventh years of service entirely to the reserve, keeping the soldiers at their homes, where they are to receive their discharge at the expiration of the seventh, according to the law. It would

result from this organization that the soldiers would remain three years at the least, and four years at the most, in active service, and that they would spend at home, although forming part of the reserve, three or four years, employing the latter in developing their strength and faculties, and in contracting lawful habits of business, and forming family relations, which would render them more fit to give real force to the reserve of which they constitute a part. Another advantage would result thence, namely, that the whole army would be instructed in, and accustomed to, the military service, to discipline and its subordination. Moreover, the burden of the service would thereby be lightened as much as possible, by this perpetual exchange between the reserve and active service, between the population and the army, the soldiers, after having paid their debt to the country, would bring back the example of submission to the laws which they would have contracted in the service, and when circumstances demanded their being called out for the defence of the country, would be animated with a love for our institutions acquired in the intercourse of civil life." Marshal Soult then states the elements of which this reserve is to be composed on its formation, the whole is to consist of 200,000 men. "This force," says the Minister, "will naturally experience frequent variations every year: nevertheless it will keep increasing till the year 1838. In consequence of the state of peace, which is likely to continue, it is not probable that the whole annual levy will be employed; but even if it should be thrown into the army, a like number of soldiers would be sent to the reserve and augment its force. Thus we may admit, without exaggeration, that it may easily be carried to 300,000 men, disposable and ready to move, in virtue of a royal ordinance, on the first order of the Minister of War. If to the 310,000 men of the active army and the 300,000 men of the reserve, we add the 273,000 men of the mobilized National Guard, which, in case of war, might be set in motion, we shall find that the King would have the disposal of above 800,000 men. With such a force, France has nothing to fear from foreign or internal enemies. I say internal, for it is evident that the dépôt and reserve battalions, distributed over the departments of France, would greatly concur, with the gendarmes, in maintaining order and giving the necessary support to the sedentary National Guard. With regard to foreign relations, the battalions of reserve stationed in the frontier departments, would partly form the garrison of the fortresses, and where they would contribute to render disposable the troops of the active army." After thus stating the bases for the formation and organization of the reserve, the Minister of War endeavours to establish the connexion of this organization with the general plan of the interior lines of fortifications, which were always present to his mind, on forming a system of national defence, founded upon a concurrence of several means, all dependent on each other; an active army, an army of reserve, fortifications on the frontier, and, in the interior, a mobilized and a sedentary National Guard. With regard to the general defence of the territory, no country presents a position more advantageous than France, to rally quickly, on a given point, numerous troops and immense resources. Paris in the north, Metz and Lyons in the east, Toulouse in the south, Tours in the west, present strategic points, abounding with rivers and communications, which make every one of those points an immense dépôt, and a centre of defence to the frontiers.

GERMANY.

BAYONET EXERCISE.

"We were favoured yesterday with a novel scene; 200 light-infantry men were brought out on the parade and went through the first essay, on a large scale, in the new bayonet exercise, in the presence of Lieut.-Gen. Von Cerrini. It lasted two hours, and terminated in an attack of advanced posts. The elements of this new mode of employing the bayonet, as an independent

means of attack and defence, were originally projected by Captain Von Selmnitz about twelve years ago; since which time, he has bestowed so much pains in reducing them to effectual practice, that a number of officers, in the service of other countries, have resorted to Dresden, for the purpose of studying under his instructions. From what I observed, it would really appear, that a single foot soldier, of common muscular power, and moderate quickness of eye and limbs, is capable of repulsing the assault of two horsemen, when drilled to the task on Selmnitz's principle. The first idea of his new system, was suggested to him by the dexterous use made of the cudgel or bludgeon, among the lower classes in Brittany and Normandy; and full details of this system, in its present improved state, are to be found in his '*Bayonet-fecht-Kunst*,' or '*Art of Fighting with the Bayonet*,' which was published at Berlin last year.—(*Leipzig, 9th May*.)

NAPLES.

THE MILITARY AND NAVAL ESTABLISHMENT.

The *army* of the kingdom of the Two Sicilies consists of the "Royal Guard," which is composed of the Body Guards, the Hellebardieri (or Yeomen of the Guard) of Naples and Sicily, a division of horse artillery, two regiments of grenadiers, one of Yagers, and two of cavalry; and of "Troops of the Line," comprising a corps of gendarmerie, and engineers, two regiments of artillery, one brigade of veterans of the artillery, one of artificers, firemen, and sappers and miners, eleven regiments of infantry, including four of Swiss, and three regiments of cavalry. The effective strength of these troops is about 30,000 men, of whom 10,000 are quartered in the island of Sicily. The *navy* is composed of two sail of the line, five frigates, four sloops, and sixteen gun-boats; and the corps of officers consists of one vice-admiral, three rear-admirals, seventeen captains of ships, and eighteen captains of frigates. There are *Military Seminaries* in Naples, Capua, and Caserta Nova, and a manufactory of arms and powder at Torre dell' Annunziata. The annual expenditure in the War and Naval Departments is about 8,930,000 ducats, or 1,525,000*l*.

G R E E C E.

THE ARMY.

The "Tactics," and irregular troops have both been disbanded; and the soldiers, who composed the former of these corps, have been turned over, in all effective cases, to the ranks of the regular force, which is at present forming. This force is to be composed of eight battalions of infantry of the line; one regiment of Lancers (horse); six companies of artillery, one of baggage train, and another of artificers; a small corps of engineers; and two companies of pioneers. Every battalion is to consist of six companies of 120 rank and file: the Lancers, of six squadrons, each 111 men strong, and as many effective horses; the companies of artillery are to be 100 strong each, the waggon-train is to consist of 120 men, with the requisite proportion of horses and beasts of burthen; the corps of artificers, of 132 men; and the companies of pioneers, of eighty-six each. The regular Greek army will, therefore, amount to 7456 privates and post-commissioned officers, besides field-officers and subalterns. Ten battalions of Yagers are likewise to be formed out of the irregular troops, which have hitherto existed in the Greek service; and each battalion is to be composed of four companies of fifty men each. The composition of the "*personnel*" of the navy is under discussion. Until the native army is in a fit condition for active service, their place will continue to be supplied by the Bavarian contingent, consisting of twenty-four companies of infantry, and two squadrons of cavalry besides a corps of artillery, which are quartered at present in Nauplia, Argos, Negropont, Patras, Lepanto, Antirrhion in Rumelia, Anatoliko, Missolonghi or Fort Wassiladi, Zeituni, Tripolizza, Kalaniata, and Missi. Zografo has been appointed minister of War, and Boulgari minister of the marine,

ARMORIAL BEARINGS.

The national arms of the new kingdom are to consist of a Greek cross, argent, on an azure ground; and, in the centre of the cross, a shield shaped like a heart, containing the one-and-twenty lozenges of the royal Bavarian arms, eleven argent, and ten azure. The crest to be a royal crown, bearing an imperial globe or apple, and the supporters, two coronetted lions; the whole to be set in a tent-shaped mantle, surmounted by a crown. The seals of state are to be composed of the same coat, encircled by the words, "Otho, by the grace of God, king of Greece."

EGYPT.

AN EVIL AND ITS CURE.

The subsequent circular from his highness the viceroy, is at least a curiosity in its way. "To the governor of the district. With reference to the men, whom we require for the service of our *victorious War Department*, we find, that some *knock out their teeth*, others *blind themselves*, and numbers *maliciously cripple themselves*, when on their way to join our corps; for these reasons, *we are obliged to send the majority of them back*. I likewise observe, from the reports of the said department, that there is constantly an allegation of some defect or other. I require thee, therefore, to send off every man, that is wanting, *within an hour* from the receipt of these presents; and be it remembered, that they must be of *stout frames* and in *healthy condition*; that those, whom thou forwardest, be approved by the Sheiks, and that when thou despatchest them, thou caution them not to maim or disable themselves, inasmuch as I shall seize upon some *other member of their family* in order to supply the loss of such *rascals*, and, besides, consign every man, who has so maimed or disabled himself, for the remainder of his days, *to the galleys*. I have already transmitted written instructions to the Sheiks for their observance in this matter, and be it thy care to levy the men required in due concert with the sheiks, so that they may be sent off to me without delay. And I besides enjoin thee to despatch every man, otherwise in arrear in your department, with the utmost speed possible. Dated in Alexandria, the 21st Shawal, 1248. (12th March, 1833). (L. S.) Mehemet's seal. A true translation, George Oulie, first Dragoman."

EGYPTIAN ARMY.

The camp of Cairo is the nursery and school of instruction for Mehemet's troops, the centre from which diverge his adaptations of the military science and organization of his European contemporaries to eastern habits, and the indispensable and cherished stay of his ascendancy in Egypt. It lies at a distance of about ten miles, north-eastward of Cairo, between the villages of El Khanka and Abusabel, on the verge of the Arabian desert. The Arabs are the best troops in his service; and, by forming negroes into regiments, he is enabled to keep the one in check by means of the other. He would wish his army to be entirely composed of Arabs and negroes, but is fearful to hazard the attempt, under an apprehension that, in this case, they would turn their backs upon a master of Turkish descent.

REVIEWS AND CRITICAL NOTICES.

The unexpected extent of the Waterloo discussion, which occupies a large portion of our present number, has excluded our Critical Notices for this month. We must, however, call attention to the very valuable Practical Treatise on Fortification, by Captain Straith, of the Honourable Company's Military Seminary at Addiscombe, which we shall take an early opportunity of noticing more at length.

CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, June 19th.

MR. EDITOR,—The contest now pending between those amiable brothers, Pedro and Miguel, a refinement on one or other of the struggles that often take place in central Africa about a disputed succession, so consolatory to the feelings of religion, so inspiring for the interests of humanity, so adapted as a stalking-horse for party, there being literally so much to despise in the whole concern, is, I beg leave to observe, peculiarly interesting to us blue jackets, seeing that there are a brace of Post Captains and a covey of inferior officers engaged in it.

Whatever the gallant few may think on the subject, I for one see nothing very enviable in the state of mind that makes men consider it honourable to serve under *any* flag; and as shewing noble devotion in the cause of liberty, to hire themselves out to attack *any* Government. “Je pense,” said Rousseau, “que chacun doit sa vie et son sang à la patrie, qu’il n’est pas permis de s’aliéner à des Princes auxquels on ne doit rien, moins encore de se vendre, et de faire du plus noble métier du monde celui d’un vil mercenaire.”

I do not go quite as far as the odd compound of graceful theory and grovelling practice whom I have quoted. Some men may have a good motive for embracing a foreign cause. But then the motive should be one that will bear dissection. All, however, whether actuated wisely or ignorantly, generously or mercenarily, remember the quiet enjoyments of half-pay, and sigh for a restoration to them, when the excitement is over of cruising in crazy hulks, and commanding troops of ragamuffins, who, for a double allowance of grog, would not mind pitching their officers to the devil. Faith, some of these ardent gentry, who despised the placidity of their former life, do not reflect that the greatest service they ever did the navy was by quitting it. They should not desire to commit a sort of moral suicide, by marring their own good works.

However, without tracing effects to their causes, we may well question whether the Admiralty *now* would be quite justified in exercising their undoubted and rightful power of refusing to restore an officer, who had been thus affected, to his rank, provided away—and this point is worthy of consideration—he did not barter away the commission that was given to him, provided also that his conduct while in a foreign service was not unbecoming a British officer. That an officer, who makes a bargain for the value of his commission before entering the service of a foreign power, can have no claim on his own Government for a restoration to the rank he forfeited is so self-evident that I need not dwell on it. His own act shewed either distrust in the good intentions of his Government, or that he was guided rather by interested motives than by a right feeling in the cause of his new employer. The value of preserving the high credit of a British officer, while serving in a foreign service, is not so apparent, and is perhaps too much disregarded, but a moment’s consideration will shew that it is of great importance. A British naval officer, who serves under strange colours, has a great responsibility. In his new circle of operations he is looked on in some measure as the representative of the most illustrious navy that ever has been, with all its faults, even as they are mawkishly detailed in sea novels; and his character and deportment, in consequence, are narrowly observed, not out of idle curiosity, but to draw therefrom an estimate of naval officers in general. By his conduct as a gentleman, his talents as an officer, his resources as a seaman, the service which educated him, and gave him the right of receiving, gratuitously, professional credit everywhere, is likely to be judged by his new associates.

How well Lord Cochrane fulfilled this latter condition. How nobly did he support the character of a British seaman. How loudly did the world ring

with his deeds, reflecting lustre on his country, the Andes their witnesses, the Pacific their theatre. Truly, it may be said that his restoration to the rank, which he unfortunately lost, seemed rather a boon to the service than to himself, so gladly was it hailed. On such a precedent do many build their claims for similar favour. What arrogance! Unlike some adventurers for military fame or profit, his Lordship embraced a cause which few, ultra-royalists though they be, will say was not just; for not till Spain had ceased to be able to supply their domestic wants, had ceased to be able to defend their hearths, had ceased to be respectable herself, did her colonies drop their leading-strings. From that cause what fine effects sprung! What vivid tact in the capture of Valdivia! What personal gallantry in the cutting out of the Esmeralda!

Come we now to the present theme, to the similar enlistment of British officers under a foreign flag. Have they in appearance equally generous motives? Are the cases parallel,—the revolt of the South American provinces and the Pedrotic invasion of Portugal? Had a portion only of Portugal been in arms against Dom Miguel, there would have been a show of generosity in our officers and men going to its assistance; but for the mere abstract question of liberty, to invade a peaceable kingdom, knowing full well the absolute ruin that must alight in consequence on the devoted spot where their feet should press; to aid a lackland Prince in attaining a chance of being dethroned a [second time, appears to me nothing more or less than the act of one of the “bandi neri,” who lorded it in Italy during the middle ages. Are we coming to the same license? Is Europe about to tolerate a state of society, by which any individual who pretends to have a right to a country, may find “capitani di ventura” ready, for ready money, to back his pretensions with a fleet and army, their decks and ranks filled with the sweepings of great cities, who, in the exact proportion as they were accounted disgraceful, factious, and ignorant at home, become, in the jargon of the day, honourable, patriotic, and enlightened, while employed in scattering the embers of civil war among the peaceful inhabitants of a strange land. Such hordes, too, responsible to no acknowledged authority for what ever Vandalism or Ashanteism they may choose to commit!

Still, overlooking the inadequacy of their motives, overlooking the character of the Ex-Emperor, we might have felt pride in our brethren that have taken part in his enterprise, had they but supported the high name of the British navy, by talented combination or deeds of daring. Since the fatal hour for the inhabitants, when Oporto was occupied by the mercenary forces of Dom Pedro—freedom on their lips, pillage in their hearts—up to the present time, what has been effected by the British naval officers in his service? What has not been done, the fleet of Dom Miguel (the most inefficient in Europe) in a better state than it was at the commencement of hostilities, is an eloquent reply.

A change, they say, has taken place. Another era is commencing. Capt. Napier, after prelude (no favourable omen) by an ugly mutineering affair at Spithead, steamed away, it is said, to direct the naval operations of Dom Pedro; with the determination, his friends whisper, of penetrating even unto Black Horse Square, Lisbon. Decide the campaign by a coup de vapeur. His motive may be good; let us hope it is so. He may be influenced by the desire of rescuing the citizens of Oporto from the merciless doom that probably awaits them on the success of Dom Miguel. Let him, thus actuated, display some of the gallantry for which he was noted, prove himself worthy of the school in which he was formed, shew his mongrel caste followers a good specimen of a British captain, and he may be sure (should he be disrated) that the navy will be glad to see him restored, and will blend his exotic laurels with his ancient and well-earned wreath.

TYRO.

Portsmouth, Jun 20, 1833.

MR. EDITOR.—May 25—Possibly you will say that naval and military occurrences must be very rare indeed when notice is taken of the movements of a set of adventurers, but such is the case. For the last week the arrivals and sailings of Don Pedro's adherents have been the leading events. A steamer, called the Birmingham, came here from London with the military part of the volunteers to join Don Pedro. She was accompanied by a small brig, and both were crowded with strange-looking beings, very far from having even the appearance of soldiers; indeed if we had not been assured to the contrary, and observed them to be so numerous on deck and without restraint, we should have concluded they were people going to a distant settlement at the expense of his Majesty's Government. The other steamer, the City of Waterford, departed on the 25th, with the mariners and Don Leon Ponza and his party. Colonel Dodgeon and some military people with him came from London to inspect and take charge of those who are to join the army. Previous to the vessel's starting, a misunderstanding happened upon the old score—pay and allowances. Some of the London division fancied they were cheated, and in return tried to cheat their employers. On the night of the 21th, a party wishing to take French leave tried to lower a boat, but from the clumsy way of doing it five or six lost their lives. There are some conflicting accounts about these circumstances, but it is pretty well understood that a disposition to revolt was exhibited on board the City of Waterford: some of the men got drunk, went aft to get possession of the boats, and by force took one; in lowering the other it upset, and five or six of the party were drowned. As to the occurrence itself, it is of no earthly importance to any one, except to show the state of turbulence and anarchy which Don Leon Ponza will have first to quell before he can expect to get his men into discipline; moreover, the buccaneering and riotous party will no doubt plunder and thief the very first opportunity. A small division of seamen were shipped from Gosport work-house! and having got rigged out, refused to go on unless they had an increase of pay. Captain—I beg his pardon, Don Leon will find it not so easy a matter to manage these ragamuffins as men-of-war's men; for, I suppose, little would induce them to seize the Don and his officers, and throw them overboard neck and heels, if they do not get what they wish, knowing well enough that martial-law does not prevail under his flag, and that matters are ruled only by the strong hand. Steam-vessels with the remaining part are to rendezvous at Falmouth, and finally depart from thence. They have taken some specie with them, probably to pay arrears to the men now serving in the squadron.

It is generally considered a bad cause when a man changes his name and assumes an *alias*. From what can be gathered, it appears Col. Dodgeon, late of the 66th Foot, is the only officer that has not altered his. He is well known in the army, as a good officer; and it is surprising that he should join such a marauding expedition. As for the others, it is pretty well ascertained they are (with a few exceptions) mostly a set of needy adventurers, who cannot find employ at home, and are glad to join any cause, however questionable. Lieut.-Colonel Dodgeon has about 150 old soldiers with him, who are to form the nucleus of the brigade, and, being made non-commissioned officers, drill the others. The whole division is said to amount to 1800 men. The naval part may probably muster 300. I trust his Majesty's Government will not think it worth while ever to put the Foreign Enlistment Act in force about this description of people; England can well spare them, and they are not worth the powder and shot of law to prosecute for evading it. Possibly, before these observations get to press, accounts will be received of their movements.

The Amphitrite transport, Lieut. Cooley, brought home several seamen who had been captured by Don Miguel's forces and transferred to the

prisons at Lisbon, but upon the application of Rear-Admiral Parker, the British commander-in-chief in the Tagus, were released on his undertaking that they should not again be found fighting under Don Pedro's flag. They were landed here on the 25th of May; but very probably they will endeavour to get out again, unless they are tired of that service, and have the fear of a halter before their eyes should they be caught once more.

The Winchester, Captain the Hon. William Wellesley, arrived here on the 24th of May from Jamaica, which place she left on the 21st of April, having had a run home in thirty-two days. Vice-Admiral Sir George Cockburn had assumed the command of the station. His Majesty's ships Vernon, Blanche, Ariadne, and Tweed, were at Jamaica when the Winchester left. The North Star and Sapphire, after getting treasure from the Spanish Main, were to proceed to England. His Majesty's ships Pallas, Gannet, Dispatch, Arachne, and Victor were at the Leeward Islands. The squadron had been perfectly healthy. The Winchester sailed on the 27th of May to Chatham to be paid off, having been in commission upwards of three years.

The *Serpent*, Captain Symonds, called in here on her way to Sheerness, to be refitted, but unluckily got on shore near the South Foreland, and was compelled to throw her guns overboard, start her water, and get the heavy stores out of her, before she floated again. Fortunately his Majesty's ship *Donegal* was near to render assistance, and no serious damage has happened. A court-martial has been held to inquire into the circumstance; the result was that the commander was admonished and the Master reprimanded. The accident happened during a thick fog and a very strong tide.

The masters of the detained Dutch ships heard on the 23d May that it was probable their restraint would end in a few days; they consequently decked their vessels with flags, and exhibited symptoms of joy and satisfaction at the probability of soon being enabled to see their native country again. The treaty being ratified, and an order in council issued, directions were received here on the 30th of May for their release. The Captain of the *Prince of Orange*, assuming the rank of commodore, having hired the Southampton steamer to tow his ship out of harbour, took the lead. She was cheered by the crews of the other vessels as she passed them, and by eleven o'clock of the night of the 1st June, seven more had anchored at Spithead, and they have since sailed to the North, with a hearty wish never to enter Spithead again under similar circumstances. The settlement of damages and demurrage will be an after-consideration. However, before they finally quitted the port, the captains caused an advertisement to be inserted in the local papers expressive of their thanks for the great attention which had been shown them by Mr. Vandenberg, the Resident Dutch Consul at Portsmouth. This is so far satisfactory, as it exhibits the feeling they entertain of the conduct of the English individually, although at the same time they consider their detention as a political act of great injustice. Certain demands from the custom-house were made, but I understand they were afterwards remitted.

The disposal of the British and French squadron which has been employed for the last seven or eight months to cruise off the coast of Holland is nearly as follows:—The French division have sailed for Cherbourg. H. M. ship *Donegal*, with the flag of Rear-Admiral Gage, (which is now flying in the Excellent in this harbour,) *Stag*, *Scout*, and *Emerald* tender, came to Spithead on the 1st of June, and the *Satellite* and *Snake* a day or two after. The *Castor* had sailed from the Downs for Lisbon at an hour's notice; the *Donegal* and *Stag* followed her as soon as they were ready. Rear-Admiral Parker's squadron in the Tagus being reduced by the removal of the *Britannia* and *Caledonia*, this accession of force becomes in some degree necessary to protect the British property in Portugal, particularly since the departure of the motley group of adventurers which I have

mentioned in the first part of this communication. • The Scout has gone to the Mediterranean, and the Snake and Satellite to South America.

H. M. ship *Challenger* of 28 guns, Captain Freemantle, after an absence from England of upwards of four years, arrived here on the 30th May. She has been round the world. The last port she quitted was Rio de Janeiro, (16th April.) Rear-Admiral Sir Michael Seymour was there in H.M. ship *Spartiate*, together with the *Dublin*, *Tyne*, and *Samarang*. In August last the *Challenger* left Madras, and since that month has visited the Swan River settlement, Hobart Town, Sydney, New Zealand, Otaheite, Pitcairn's Island, (her object in going thither was to convey a present of agricultural instruments and clothing to the inhabitants, consisting of forty-eight males and fifty-nine females, from the Governor of Sidney,) Valparaiso, and finally Rio. At New Zealand and Otaheite, Captain Freemantle was required to ascertain if the British whalers wanted protection, or if they had acted in any way to give umbrage to the natives. The Swan River settlement is stated to be much in want of convict-labour; but now that Government have determined to send all that class of people out of the country, it is probable, on proper application to the Governor of Sidney, a party may be sent thither, and placed under the charge of Captain Sir J. Stirling, for the purpose of making public roads, landing-places, &c. &c. The soil and production are good and abundant, but of course, as in all infant settlements, require constant attention. The *Challenger* brought home about 50,000 dollars from South America, or merchants' account; and reported the *Clio* to be on her way to England with upwards of one million more, (and she arrived at Spithead with them on the 3d June.) The South American squadron were disposed of as under:—the *Samarang*, as before said, at Rio, having arrived from Peru with 800,000 dollars, which had been transferred to the *Cho*; the *Algerine*, Capt. De Roos, at Bahia; *Pylades*, Capt. Blankley, at Monte Video. The *Rattlesnake*, Capt. Graham, is gone to California, to collect specie for conveyance to England. The *Challenger's* crew, as is customary on returning from foreign service, were inspected by Admiral Sir Thomas Williams, the Commander-in-chief, mustered and exercised in the gun practice, to his satisfaction; and she has since been paid off in this harbour, but is intended to be re-commissioned again as soon as she has had a refit in dock, by Captain Michael Seymour.

The *Fair Rosamond*, a beautiful schooner, captured some time ago by the Dryad's tender, *Black Joke*, and purchased in his Majesty's service, has been put in commission by Lieut. Rose, and is fitting for the coast of Africa.

The *Cho*, Commander Onslow, having left South America before the *Challenger*, her intelligence is of no moment; she was fifty-nine days on her passage from Rio, having experienced adverse winds. The last service she performed on the station was to reclaim possession of the Falkland Islands, and eject a Buenos Ayres force which had settled there, and would have probably, at no distant period, endeavoured to establish a right of possession if suffered to remain in quiet. They were numerically superior to the *Cho's* crew, but, of course, made no resistance to the right of sovereignty being exercised on behalf of his Majesty. The *Clio's* freight having been forwarded to London, and the crew inspected by the Port-Admiral, she has been paid off in this harbour.

I cannot let the opportunity pass of informing you of an instance of truly good feeling which pervaded the ship's company of his Majesty's ship *Druid*, on her arrival here the other day from cruising off the Western Islands, previous to going to Plymouth to be paid off. She brought home fifty-three English sailors; some had been serving in Don Pedro's squadron, and were weary thereof; others had been wrecked from merchant ships; of course they were penniless, and had merely been ordered a passage to Great Britain in the *Druid*. As soon as they arrived on board, the crew most cheerfully came forward to request they might receive them in their different messes. They not only divided their rations with them, but actually subscribed the

sum of 45*l.* to be distributed among these unfortunates, so that on landing they might not be quite destitute. The circumstance is mentioned in one of the local papers of this town; but I make no hesitation in communicating such highly praiseworthy conduct to the numerous readers of your Journal.

Major-General Sir James Cockburn, the Inspector-General of Marines, accompanied by Major Wright, Assistant Adjutant-General, arrived here last week to inspect the Portsmouth division. There are about 800 men (including non-commissioned officers) in this battalion: the first day they were inspected in heavy marching order in the barrack-yard, and afterwards in review order on Southsea Common, under the command of the Commandant, Col. Sir Richard Williams. The Major-General, previous to his departure, visited the different barracks and quarters, the infirmary and laboratory, to report upon their cleanliness and efficiency. Before the Major-General and Assistant Adjutant-General quitted the garrison, a brigade order was issued for a detachment to be furnished to do the garrison-duty at Pembroke dock-yard, and it is to consist of the following officers, non-commissioned officers, and men, part from Chatham and the remainder from Portsmouth division:—Major Badie, to command; Captains Knapman and Jones; Lieutenants Tucker, Smith, Nolloth, Urquhart, and Brittain; 12 serjeants, 12 corporals, 6 drummers, and 168 rank and file.

His Majesty's steamer the *Dee* went to Chatham to embark that portion, and on her return to Spithead, the rest will be put on board to proceed in her to their destination.

As the duties of Pembroke dock-yard extend, of course the numerical force of the marines must be increased; for 200 men is but a small garrison, although quite enough to occupy the Dragon. It is generally supposed that a division will be formed at Pembroke, at no distant period, so soon as barracks are built, or a site selected for them.

The *Volage*, Captain Martin, C.B., went out of harbour on the 17th, and will sail in a few days for the Mediterranean.

H. M. ship *Belvidera*, Captain the Hon. R. I. Dundas, anchored at Spithead on the 18th, having brought Lady Frances Hotham, her children, Capt. Hotham, R.N., the late Vice-Admiral's Secretary, Mr. Irvin, and Mrs. Lyons, the lady of Capt. Lyons of H.M. ship *Madagascar*, from Malta. The Commander-in-Chief, Sir Thomas Williams, went off in his yacht to bring Lady Frances to his residence in the dock-yard. The *Belvidera* left Malta on the 20th May. H.M. ships *St. Vincent*, *Barham*, *Alfred*, *Madagascar*, *Rainbow*, *Rover*, and *Cordelia* were there when she quitted. The *Belvidera* will come into harbour to refit.

The undermentioned Mates and Midshipmen of H.M. ships have passed at this port the mathematical examination for Lieutenants of the Royal Navy during the month of June:—Mr. George N. Broke, Midshipman, late *Philomel*; Mr. W. P. Jamieson and Mr. R. J. Dalyell, Midshipmen of the *Talavera*; Mr. D. C. Disney, Midshipman, late *Sulphur*; Mr. S. O. Wooldridge, Mr. G. B. Dewes, and Mr. J. Gordon, Midshipmen, late of the *Sparrowhawk*; Mr. G. Blane, Midshipman, H.M. ship *Donegal*; Mr. C. R. Bamber, Midshipman, H.M. ship *Excellent*; the Hon. K. Stewart, Midshipman, H.M. ship *Serpent*; Mr. J. C. Pitman, H.M. ship *St. Vincent*.

P.

Devonport, 20th June, 1833.

MR. EDITOR,—I now send you the extract from my diary, showing that on the 27th ult. the *Talavera*, 78, sailed for Cork, and the *Royalist* brig for Falmouth, on the 29th. The *Speedy* and *Sparrow* cutters arrived from Falmouth on the 31st, and the former went on for Portsmouth. On Monday, June the 3d, the *Caledonia*, 120, was undecked, and the *Revenge*, 78, taken in, the latter having touched the ground in coming up Hamoaze. The *Donegal*, 78, *Stag*, 46, *Druid*, 46, and *Hermes* steamer, arrived on the 6th.

On the 7th, the *Druid* came up the harbour to be paid off. On the 8th, the *Nimrod*, 18, went out of harbour, and the *Donegal* and *Stag* sailed for Lisbon. On the 11th, the Dutch brig-of-war *Firefly* put in here from a cruise, and the *Hermes* proceeded for Woolwich. On the 13th, the Prince Regent transport arrived from the Mediterranean, and landed a company of sappers and miners, who remain in quarters here. The *Nimrod* sailed on the 14th for Lisbon, and the *Scout*, 18, arrived from Portsmouth. On the 17th, the *Revenge* went out of dock: her defects were not serious, and she will soon be ready for sea. On the 18th, the *Ringdove*, 16, was launched. On the 19th, the *Scout* sailed for the Mediterranean, and the *Forrester* was taken upon the slip to be repaired; and this morning, the *Endymion*, 50, was commissioned by Captain S. Roberts, C.B., in place of the *Druid*, which was paid off on Tuesday last, and found too defective to be re-commissioned.

Having told you before that I sometimes perambulate the departments here (a privilege which few shore-going men besides myself can boast), I am thereby enabled to see what is going on, and sometimes to hear, or rather over-hear, a little too; and though it would not be right perhaps to tell you all I know, I may nevertheless indulge your thirst for information by offering you some of my gleanings. There seems, indeed, to be more doing in the dock-yard just now than they have had for some years; for to have two ships of the line and two large frigates, besides packets, steamers, and other craft fitting out at the same time, is unusual in these dull days, and the rage for novelty is so great that numerous innovations (I wish I could say improvements) are constantly appearing. It would be strange, however, if some of the new plans were not better than the old, and among these may be reckoned the metal gear-blocks and slings for lower yards, now fitting on board the *Caledonia*, which, for neatness, strength, and durability, seem to be every thing that can be desired. It is also with much pleasure we perceive that the wash-deck and fire-engine pump, invented by Mr. John Earle, of Devonport, and which was first fitted for trial in H.M.S. *Druid*, in March, 1830, has fully answered every purpose for which it was intended: and although it has been in daily use from that time to the day of her being now paid off, it has not required any repair, except the sewing of the hoses and a box leather. It has been used for emptying the well, washing decks, filling gallery cisterns, pumping water from the tanks, and filling them from boats alongside, and it can be applied as three distinct fire-engines if required. Its advantages in the latter respect were clearly demonstrated on board the *Revenge*. The following ships are now being fitted with this highly useful pump, viz., *Caledonia*, *Revenge*, *Endymion*, *Forte*, *Volage*, *Vestal*, *Nimrod*, *Ringdove*, and *Pandora* packet, building at Woolwich, besides many other ships which have it at present in use.

The *Caledonia*'s lower rigging is putting over the mast-head in a new way, the after shroud or swifter being put on immediately after the runner pendants, and the foremost shroud last. The object of this seems to be to keep the after shroud clear of the foremost lower edge of the after cross-tree, against which it is said that it has sometimes rubbed; but by carrying the eye of the foremost shroud so much farther up on the mast-head, its spread in the way of the lower yard is increased, and the bracing up of the yard rendered somewhat more difficult. The hanging ports are taken away from the middle deck of the *Caledonia*, and half-ports, as on the main-deck, fitted.

The *Druid* is said to be over-masted, since she heels or inclines $9\frac{1}{2}$ degrees in a moderate breeze under all sail, and rolls heavy: but she has many good qualities; and it is confidently believed that, had not an unwise and mistaken economy confined our builders to such narrow dimensions, such a ship as the *Druid*, with about 18 inches more beam, would have possessed the requisite stability, and every other desirable quality.

The *Scout* is said to sail fast, and to answer well in every way; she stows six months' provisions under hatches. She was planned by Sir R. Seppings, and is an improved model of the *Satellite*, which he also designed.

Such of the decks of ships in ordinary as are exposed to the weather are in future to be covered, instead of paint, with a composition consisting of equal parts of rosin, tallow, and Stockholm tar. African oak is principally used now, both in building and repairing ships of war.

Ship-launching has been so beautifully and so accurately described in one of your former numbers, that it would be superfluous to repeat it now; we must not however omit to say that the launch of the Ringdove here, on Tuesday last, attracted a vast crowd of spectators, who were kindly allowed by Capt. Superintendent Ross to enter the yard for the purpose of viewing this interesting sight. The weather was fine, and at about 20 minutes after 5, when the dog-shores were knocked away, she gracefully descended over the lengthened ways to the broad stream of the Tamar, which encircling her in its *flowing* embrace, turned her broadside to the admiring multitude, and then conducted her up the harbour to be prepared for immediate service. The Ringdove is built upon Capt. Symonds' *new principle*; her dimensions are, length of gun-deck, 100ft. 6in.; keel, 78ft. 7in.; breadth extreme, 32ft. 4in.; moulded, 31ft. 6in.; depth of hold, 14ft. 10in; tonnage, 428. She is pierced for 16 broadside guns, is very roomy on the lower deck, but extremely sharp both forward and aft; and from the wedge-like form being carried to the top of the forecastle, it has become necessary to place a moveable chock in the foremost port through which the spare hawse-hole is fitted, and which the sailors have christened "a sliding gunter hawse-hole." The Ringdove sits on the water about three feet by the stern, although she has an anchor of 26 cwt. hanging at the cathead, which is placed very far forward. A similar sloop, to be called the Sappho, &c. to be immediately laid down on the same slip, but with an increase of breadth of 4 feet aloft forward. This, and other alterations which we have heard of, are likely to be improvements upon the lately-adopted new system of naval architecture, and certainly tend to show that whatever other qualities the principles of that system may possess, they are not quite so immutable as the laws of the Medes and Persians.

I remain yours very truly,

ALPHA.

Milford Haven, 17th June, 1833.

On the 18th May, H.M. steam transport Messenger sailed from hence for the Cove of Cork; and, on the 20th, arrived H. M. brig Pantaloon, Lieut. Dacres, to assist in rigging and removing the Royal William, 120 guns, to Plymouth. The Pantaloon was built under inspection of Captain Symonds, Surveyor of the Navy, upon his own plan; and she is certainly a fine-looking vessel: but we are informed, that during some late heavy gales of wind, she has laboured excessively; and pitched so heavily at one time, that, unable to get the jib-boom in, it was actually cut away to ease the vessel. Lieutenant Dacres has suggested an improvement in the upper work of the bows, by which the bulwarks will be thrown out—the vessel rendered drier in a sea,—and more room for working the head-sails be made upon the forecastle. It is highly to the credit of Capt. Symonds, that having at once openly and candidly adopted this improvement, instead of attempting to *cushion* it, or to deprive the inventor of its merits, he sent it to be acted upon in the building-yards, with a public notation that it was *an improvement suggested by Lieutenant Dacres*. Such a disinterested admission from a surveyor of the navy certainly forms a new era in the history of ship-building, and will doubtless confer more credit upon Capt. Symonds than he could ever have acquired by following the system of those who pilfered the best thoughts of others, and served them as gipsies do stolen children; namely, after disfiguring and disguising, attempting to pass them off as conceptions of their own. It appears that the Vernon, as well as the Pantaloon, is extremely uneasy in a heavy sea; and we have

heard this accounted for by the fact of the greatest extent of beam being above water, and the counters overhanging so considerably. In consequence of this superincumbent weight, when thrown over by a roll, the ship has a tendency to recover her perpendicular position by a sudden jerk : and again, in pitching, when she sends aft, the counter strikes heavily ; all of which increases the agitation of the vessel. Perhaps when Capt. Symonds reads this, he may so far alter his plan as to bring the greatest breadth of beam down level with the water's edge ; and contrive to let the counters taper away more gradually in the run down to the deadwood : should this occur, he is welcome to our suggestion, but we trust will nevertheless act upon his own honourable principle, so far as to acknowledge his having taken the hint for such improvements from the pages of the United Service Journal. On the other hand we can have no hesitation in admitting, that, with the exceptions we have specified, the vessels built by Capt. Symonds are manifestly superior to any British men-of-war yet produced ; and we have no doubt but the appointment of that officer to the surveyorship of the navy will have the effect of introducing much better and more powerful ships of every class into his Majesty's service.

The Rodney, 92 guns on two decks, will positively be launched from Pembroke Yard on the 18th inst. No doubt there will be great curiosity excited to see this magnificent ship plunge into her proper element. She is built upon a plan of Sir Robert Seppings, and we have no doubt but this class of vessels will do great credit to that gentleman's abilities. A battle between such a ship and any of the Americans, or we may say, of any two-decker in the universe, would occasion us but little anxiety as to the result — the broadside of the Rodney being actually more formidable than that of the Royal William, so far as weight of metal is concerned. Besides, from having her lower deck ports seven feet six inches out of the water, the Rodney would be able to fight all her guns, in weather when the Royal William might be deprived altogether of her lower and heaviest tier of artillery. The following statement may be depended upon, as we have extracted it from the Dock-yard books :—

	Royal William.	Rodney.
Extreme length . . .	240 feet 2 inches . . .	243 feet 6 inches
Extreme breadth . . .	55 feet 6 inches . . .	52 feet 2 inches
Burthen in Tons . . .	2698	2598

Rodney's Broadside weight of metal :

Number of guns, all 32 pounders . . .	46
Ditto lbs. of iron	1472

The Royal George Bristol steam-vessel has advertised that she will quit Bristol early on the morning of the 18th, call at Tenby for passengers, be present at the launch of the Rodney at 6 o'clock, p.m. of the same day,—returning to Tenby the same evening. So much for steam and its capabilities !

Capt. Charles Bullen, C. B., Superintendent of Pembroke dock-yard, has issued invitations for a most numerous party to be held on board H. M. yacht Royal Sovereign upon this occasion.

Royal William and Pantaloon are still at Milford Haven, waiting the arrival of two Admiralty steamers to attend them on their voyage to Devonport.

[Letters from Falmouth and Chatham are unavoidably postponed till next month.—ED.]

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

Services of the Coldstream Guards.—Reply to Espeja.

As the writer of a letter signed "Espeja," in your 40th Number, has taken considerable pains to uphold the character of Sir John Moore, which was not attacked, it seems proper to notice his mis-statements. Of this uncalled-for zeal, some estimate may be formed, when he is driven to the necessity of founding it on aspersions which, he is pleased to say, have been cast on the military reputation of Sir John Moore by the author of the "Origin and Services of the Coldstream Guards." On referring to the Index of that work it will be seen that Moore is only mentioned twice;—in the first instance, when his fall at Corunna is lamented as a public calamity; and secondly, when he is spoken of as one of the most accomplished generals of his day, in the following passage:—"It is no reproach to Sir John Moore, who ranked among the bravest and most intelligent British generals of his time, to say, that what all men but Wellington thought impossible, appeared impossible to him."—(Services of the Coldstream Guards, vol. ii. p. 150.)

There are, probably, but few persons in the world besides this writer who would have discovered any wish to disparage General Moore in the above passage, although Colonel Mac Kinnon seems not to have thought it necessary to place him or any other man on a level with the conqueror of Napoleon, when he says, "The letter of that general to Lord Castlereagh, written at no very long period before Sir Arthur Wellesley directed the lines of Torres Vedras to be constructed, will prove how far even Sir John Moore was from supposing it to be within the reach of human ability to check an enemy at Lisbon, and to baffle any attempt on that capital."

"Salamanca, November 25th, 1808.

"I am not prepared at this moment to answer minutely your Lordship's question respecting the defence of Portugal; but I can say generally that the frontier of Portugal is not defensible against a superior force. It is an open frontier—all equally rugged, but all equally to be penetrated. If the French succeed in Spain, it will be vain to attempt to resist them in Portugal. The Portuguese are without military force; and from the experience of their conduct under Sir Arthur Wellesley, no dependence is to be placed on any aid they can give. The British must, in that event, I conceive, immediately take steps to evacuate the country. Lisbon is the port, and therefore the only place from whence the army with its stores can embark. Elvas and Almeida are the only fortresses on the frontier. The first is, I am told, a respectable work. Almeida is defective, and could not hold out ten days against a regular attack. I have ordered a dépôt of provisions for a short consumption to be formed there, in case this army should be obliged to fall back; perhaps the same should be done at Elvas. In this case we might check the progress of the enemy whilst the stores are embarking and arrangements are made for taking off the army. *Beyond this the defence of Lisbon or Portugal is not to be thought of.*

"I have the honour to be, &c.

"JOHN MOORE."

With this letter before him, and even while he is adverting to it, Espeja has no difficulty in supposing that Moore deemed the permanent defence of Lisbon or Portugal practicable. It would be hopeless to attempt to guess in what way Espeja imagines that he assists his view of the question by quoting a letter from Sir John Moore, in which that officer says, "I myself, with the corps that marched from Lisbon, mean to retire by Ciudad Rodrigo or Almeida; and, by taking up such positions as offer, endeavour to defend for a time the frontier of Portugal and cover Lisbon; but looking that this cannot be done for any considerable time." These letters, of which one is

introduced by Colonel Mac Kinnon, and the other by Espeja himself, are in harmony with each other, and do any thing but prove that Sir John Moore had anticipated the Duke of Wellington in the idea of making the lines of Torres Vedras a permanent barrier to cover Lisbon. Sir John Moore proposes to take up such positions as might offer, evidently meaning those chance positions which the nature of the ground might present near the frontiers of Portugal; and then adds, that no defence could be made for *any considerable time*, thus showing, without further comment, what his views were. Colonel Mac Kinnon cannot justly be charged with any desire to depreciate Sir John Moore, in adverting to this fact; for he takes care to intimate that, except the Duke of Wellington, all men, including the most distinguished generals of France, entertained a similar opinion. Wellington alone found the secret of defending Lisbon, and held Torres Vedras as long as he pleased, and might have held them to this hour. If, as Espeja asserts, the French generals knew that these passes could be defended in the manner they were, it might well be inquired how it happened that Massena advanced to the attack, remained before them several weeks, and only, after a careful survey, felt it necessary to declare, in his own vindication, that the principles of the military art showed the attempt to be hopeless. If the practicability of so defending Lisbon had been known to the French beforehand, it was scarcely necessary to send a marshal of the empire at the head of eighty thousand men to make the discovery. But the fact is notorious, that the French commander thought the capture of Lisbon certain; indeed not only the French army and Massena, but even Napoleon himself, boasted that "the English leopard would be driven into the sea." Yet, in the face of these facts, Espeja, who evidently could not have been in the Peninsula, maintains that the French generals were aware of the possible defence of the lines of Torres Vedras, and on that assumption he even makes Napoleon blame Massena for advancing beyond Coimbra. That he did advance is certain; and therefore the obvious inference is, that Massena was not aware of what he had to encounter.

The opinions of Napoleon and Massena are of some weight, and Espeja must not suppose that they are to be put aside by his statement, "That to check the enemy at Lisbon, and baffle every attempt on that capital, was thought of by many, *and even of the youngest in that army*, as quite possible, with a respectable force." Perhaps it would have been quite as much to the purpose if Espeja had stated what was thought by the oldest officers; as the youngest and least experienced are not necessarily the most competent to decide in military affairs. But the anonymous writer having thus brought forward his anonymous witnesses, modestly "trusts, from what we have clearly shown, that *all men* did not think differently from Wellington on the defence of Portugal."

Espeja complains of the assertion made by Colonel Mac Kinnon, that "General Moore's letter to Lord Castlereagh was written at no very long period before Sir Arthur Wellesley directed the lines of Torres Vedras to be constructed." "Now," (says Espeja,) "the date of that letter is 25th November, 1808; and the date of Lord Wellington's letter on the defence of Portugal, in answer to Lord Liverpool, is 14th November, 1809,—twelve months! rather a considerable period in military operations." But while he is thus indulging in exclamations, Espeja forgets that Sir Arthur Wellesley ordered the lines to be constructed on succeeding General Cradock as commander of the army on the 9th of April, 1809, within a few months after Sir John Moore's letter to Lord Castlereagh was written, and that on the 14th of November those lines were in a complete state. Espeja ought to have limited his note of admiration to four months instead of twelve;—"rather a considerable difference in military operations."

But Espeja is not content with taking the merit of the conception of the lines at Torres Vedras from the Duke of Wellington, to transfer it to Sir John Moore, for he is equally ready to withdraw it from both, that he may give the laurel to a French officer. He actually asserts, that the idea of

fortifying those lines originated with General Dumourier. This, however, is inadmissible, for in no part of his works does that officer suggest the defence of Torres Vedras in such a manner as to present an insurmountable obstacle to an invading army. Dumourier takes the same view of the matter as Sir John Moore, and only says what might be predicated of London, Jericho, Constantinople, or any other place—that fortifications might be constructed to defend Lisbon for some time against an enemy.

No! it was reserved for the genius of Wellington to conceive and to prove the practicability of defending Lisbon for any length of time, and against any number of men: even against the chosen sons of France, flushed with success, goaded by the love of domination and conquest, and whose overwhelming force Napoleon deemed fully adequate to accomplish his purpose.

In reference to Colonel Mac Kinnon's observations respecting the conduct of the Guards in the field, if the anonymous writer had given himself time to reflect he would probably have been able to comprehend, that as the Guards rank and take precedence of the rest of the infantry, it is their duty to set an example of steadiness, and Espeja, as an Englishman, if he really be one, ought not to regret being told by Colonel Mac Kinnon, that, in the presence of an enemy, British troops of the line have seldom, if ever, been known to waver, and that the Guards have always kept their station. Col. Mac Kinnon was not writing the history of the army, and it was his proper business as historian of the Coldstream to place the latter creditable fact on record, as it would be the proper business of the commanding officers of other regiments to state with the same particularity, in speaking of their respective corps, the same fact, and any others that might do honour to the brave men under their orders, and add to the reputation of the British soldiery. In his patriotic zeal Espeja contradicts Colonel Mac Kinnon, and insists that both the Guards and the line have sometimes *wavered*, and this assertion is to prove what?—why, that the Guards have not always *kept their station*. Is Espeja ignorant of the difference between wavering and abandoning a station in the field to the enemy? Has he yet to learn, that in proving an assertion there should be some connection between the premises and the conclusion? The logic of Espeja is similar to that of the "Cavalry Officer," who thought he had disproved the fact that the Guards have always kept their station in the field, by adducing as an instance to the contrary, the surrender of the garrison of York Town, of which it happened that some of the Guards formed a part.

It was hardly to have been expected that any person writing in English, and in England, would quote the Monteur as good evidence for ascribing the atrocities of the French in Portugal to the orders of the Duke of Wellington, and that too after Colonel Mac Kinnon had shown that his Grace deplored and reprobated those atrocities in his despatches and in his orders of the day. The attempt to make "the enormities of the English," for a few hours after storming a town, and in the darkness of a night of confusion, out of sight of their officers, a fair set off against the cold-blooded deliberate crimes of the French army, day after day on their retreat, is in equally bad taste. But Espeja shall speak for himself. "Colonel Mac Kinnon observes that the desolation occasioned by Massena's invading army can scarcely be conceived." "That desolation" (says Espeja) "on the advance of Massena into Portugal, was caused by the orders of the English General, as a part of the system of defence which he adopted; and by reference to a Monteur of that time, which we suppose to be the same to which Colonel Mac Kinnon refers, we find that it is distinctly stated as having been caused by the English General's orders. Under many circumstances, the best armies have unhappily proved to be cruel and destructive to the inhabitants of a foreign nation. When Massena retired through Portugal, dreadful crimes were committed by the soldiery on the inhabitants; and the enormities of the English, while plundering *their allies* the Spaniards, on the taking of Badajoz and Sebastian from the French, did not in any degree fall short of

those committed by the French army, on its retreat from Santavern, against a peasantry who were in *arms against it*."

Espeja may now be dismissed with the single observation, that those who do not consider as the best possible authority, a paragraph written in the *Moniteur*, for the purpose of creating an impression, in the enemy's country, to the disadvantage of the English and their general, on referring to the order of Sir Arthur Wellesley (which is given in Colonel Mac Kinnon's book, and which Espeja must therefore have seen) will find that the British General, instead of directing the destruction of property, required the Portuguese to remove it out of the enemy's reach.

Z.

Colonel Mac Kinnon's History of the Coldstream Guards.

MR. EDITOR,—Although I have no desire to open a regular battery upon Colonel Mac Kinnon's work, which I have not read, yet I will venture one flying shot at it, because, judging from the extracts made by your correspondent "*Espeja*," it is not written in the best taste, or with that due investigation which every man is morally bound to make ere he venture to censure the dead.

His remarks about the Guards keeping their station, in contradistinction to the wavering of the regiments of the line, has been ridiculed by Espeja as it deserves. But with respect to his observations in disparagement of Sir J. Moore, I can add something to Espeja's clever exposition of their fallacy.

Colonel Mac Kinnon says, "*The French generals, to whom every inch was known, held the same opinion*,"—namely, that it was impossible to defend Portugal. A reference to General Pelet's Journal, as given in the Appendix to Colonel Napier's third volume, page 608, will prove that the French generals knew *nothing at all of the ground*. And so far from the Duke of Wellington being the only person who thought it possible to defend Portugal, Colonel Vincent, of the French engineers, did, in 1808, give Junot a memoir upon the fortifying and defending of those very positions of Torres Vedras, Montachique, Mafra, &c., which Lord Wellington afterwards fortified for his lines. The late Sir Charles Stuart, also, when commanding in Portugal, had the whole country between Lisbon and Torres Vedras and Alkandra surveyed by his staff and engineers, and had plans of defence and of fortification to cover Lisbon dressed with great exactness: and those plans were, by his son, the present Lord Stuart de Rothsay, given to Lord Wellington. Hence it is clear that the gallant Colonel has been so dazzled by the stationary glory of the Guards as to be unable to see the facts which would have enabled him to form a correct judgment of the operation he had undertaken to praise.

I now quit the subject, which is better in Espeja's hands than in mine; and I thank him for his manly and clever article.

GALLEGOS.

The Affair of Calcavillos—Reply to "An Old Dragoon."

MR. EDITOR,—In page 260 of your last number, a correspondent, calling himself "*An Old Dragoon*," has, while charging Major Beaumish's History of the German Legion, made a sweeping sabre-cut, in passing, at Colonel Napier's work on the Peninsular War. This "*Old Dragoon*," who appears to me to be old enough to have his recollection somewhat impaired, says, in a very peremptory and concise manner, that Colonel Napier has "given anything but a correct account" of the affair at Calcavillos during the retreat to Coruña. But these short decided words of command, however useful in real war, will not serve in a paper war; and I, Sir, in contradiction, assert that the account in question is very accurate in all its leading points; but, unlike the "*Old Dragoon*," I will give my reasons for this assertion.

It is known to me, that Colonel Napier wrote from the concurring testimony of several eye-witnesses, some of whom were on the staff, others serving in the regiments engaged; and with respect to the particular fact which I imagine has excited the bile of the "Old Dragoon"—namely, that the number of the French cavalry which attacked our Hussars in front of Calcavellos was small—Colonel Napier had better proof of it than can be generally obtained in such matters. It was so stated to him by a staff-officer, whose name, though I do not choose to have it mixed up in the controversy, you, Mr. Editor, can vouch for as being of no small weight. That officer not only thought so, but affirmed it at the very time of the action; and his opinion was most exactly corroborated some years afterwards by Colonel Lallemand, who was engaged on the French side, and who, in my presence, discussed the affair at large and in detail with that very British officer.

I therefore, having just grounds, again assert that Colonel Napier's account is quite correct; and further, that the "Old Dragoon's" own want of accuracy gives him no title to pass such a peremptory censure upon others: for he says that the 15th Hussars were generally in the rear until they arrived at Lago, and that their picquet skirmished with the enemy's advanced guard the whole way from Nogales to that place; thereby intimating that the 15th Hussars covered the retreat from Villa Franca to Lago. But it was the reserve, under General Paget, that covered the retreat after passing Villa Franca: it was the reserve that opposed the enemy at Nogales, at Constantino, and other points; and the only cavalry present were a few men retained to do the duty of videttes.

ELIAN.

Alfred on the Defence of Ireland.

MR. EDITOR.—Having in your last Journal [May] been pleased to give insertion to a letter from your correspondent, W. H.*, in reply to my observations upon his remarks on "the Defence of Ireland," I rely on your impartiality to give a place to the present communication, which will close my correspondence on the subject.

W. H. states, that he took his facts from two most *authentic* sources: the one from the papers of "an officer not employed in the operations,"—a most imposing authority indeed!!!—and the other, "from the journal of a distinguished general officer holding an important command in the army employed against Humbert."

Now, Mr. Editor, there were only three generals with the King's troops at Castlebar,—Lake, Hutcheson, and French. General Lake's dispatch to the Irish government giving an account of the defeat at Castlebar was never published; and I know not which of these individuals entitled himself, by the knowledge of military science and professional ability, to be "a distinguished general officer." General Lake never evinced any other character in the field, from the unnecessary and imprudent attack on Lincolnes, to the termination of his gallant career, than that of an intrepid and fearless officer. General Hutcheson was a man of considerable ability and erudition; he was very little known as a battalion officer, and when he succeeded Sir Ralph Abercrombie in Egypt, there was little to be done; and it does not appear that he possessed the confidence of the generals under his command: but his dispatch from Egypt having been written with perspicuity, elegance, and good feeling, he attained to a considerable degree of public estimation. With regard to General French, little more can be said of that officer, than that when he commanded in Belfast, he overthrew, by a vigorous and rapid movement, the *radical press* in that town, and completely demolished an entire fount of *rebel types*. Now it appears, that the Irish government was ashamed of the conduct of the generals and troops at

* These initials were misprinted in our last; they should have been W. N.

Castlebar, and suppressed Lake's dispatch;—to which, therefore, of these generals' journals (only one of them, French, having joined the troops during the action,) am I to ascribe impartiality and authenticity?

Your correspondent, W. H. observes, "that if his statements are in accord with the apologetic pamphlet, it is clear that I am wrong." I repudiated the authority of the pamphlet because I knew it to be an elaborate piece of military *fustian* got up on the occasion, to prevent, if possible, Lord Cornwallis from becoming the laughing-stock of the whole army. Your correspondent's position is false, his logic bad, and his conclusion inadmissible.

With respect to the number of the French who landed at Killala, your correspondent admits, "that he had no positive proof to offer; yet he still believes them to be nearer 1800 than 850." He advances no reason for this belief, and in the next sentence quotes General Jomini's authority in support of my statement. Is such a writer as this to be trusted, who seems not to know upon which side of the question he is writing?

Your correspondent cannot be a military man, because he appears to be as radically ignorant of military principles, as he is deficient in historical information. Could General Humbert be said to have acted on sound professional data, when he marched from Killala with less than 1000 men to attack, in open day, a British force of three times that number? Had he advanced to Castlebar in the night, and surprised General Lake in his quarters, he would have evinced both generalship and vigour; and having defeated the king's troops and the Limerick militia (who ignorantly exposed themselves to be cut in pieces), he should have chosen a strong position, such as the city of Londonderry presented, and waited there for reinforcements. In place of thus acting on just military principles, he marched about the country without an object, and at length laid down his arms.

With regard to Lord Cornwallis, will any military man assert that his lordship could be justified in putting 20,000 men in motion to check the progress of such an insignificant corps as that commanded by General Humbert: or in consuming four days in marching from Dublin to Athlone; or in halting two days in that town, and then proceeding to Hollymount, which he only reached on the 4th of September, thus giving the enemy time to commit very great mischief, and evincing in his own conduct the total want of activity, energy, and decision.

Now, Mr. Editor, mark your correspondent's want of military accuracy and historical information: the French corps that landed at Killala suffered very little in the actions at Castlebar and Colony, and when it surrendered at Ballinamuck the prisoners consisted of 96 *officers*, and 748 *non-commissioned officers and private men*. And instead of thousands of rebels having joined the French, no more than 185 prisoners were tried by courts-martial for having carried arms against their country. (See Miller's continuation of the History of Great Britain.)

Now, I ask, will your correspondent W. H., after this accurate statement of facts, have the hardihood to enter the lists again as a military critic, when he has been so clearly convicted of ignorance, contradictions, and absurdity?

I think it right to state, that the British troops assembled at Castlebar consisted of three regiments of militia, commanded by the Earls of Ormond, Longford, and Granard,—the Frazer fencibles, the 6th regiment of the line (very weak), a detachment of artillery, and a party of carabineers—the whole amounting to near 3000 men. When the garrison of Castlebar marched to meet the French corps, not a general officer accompanied the troops;—General French joined in the field; but Lake and Hutcheson did not appear until after the action—in short, there was neither ability evinced on the part of the generals, nor firmness and discipline on the part of the troops.

Your correspondent has attempted to make a distinction between Lord Cornwallis's *political* and *military* reputation; I never thought of his lordship in any other character than that of a *general*; and this distinction he has advanced because he was totally unable to produce a single instance of

his lordship's able dispositions or judicious enterprize. I feel no hostility towards the memory of the noble lord, who was, I believe, a well-meaning man; but I will not consent to deck his mediocre reputation with embellishments to which it has not the slightest title. But Lord Cornwallis was not, perhaps, more deficient in military science and professional knowledge than many of his cotemporaries. In the British service, the system of promotion, and the contracted sphere of operations, were almost insuperable bars to the acquisition of extensive martial information. The campaigns of the armies in the American revolutionary war were conducted in the most ignorant and shameful manner; and nothing except courage and firmness in action marked the conduct of the British officer. The attack and defence of fortified places were little understood by either generals or engineers; and plans of campaigns, and the combined operations of large bodies of troops, were a sealed book to British generals; and even the discipline of regiments varied according to the judgment or caprice of commanding officers,—three regiments could not move in unison, and the manual exercise was performed in some corps in two minutes and a half, whilst in others, four minutes were allotted for that operation. There was, however, one or two things essentially good in the discipline of those days,—the soldier was well instructed in the use of his firelock and bayonet, and in perfect obedience to his officers; and when the British troops were fairly brought in contact with an enemy, the weight of their fire, and the firmness of their charge, or resistance to attack, gave them a decided superiority over their opponents. But still their officers were deficient in military science and professional knowledge. In the Duke of York's campaigns in Flanders, combined movements of large bodies of troops were seldom accurately executed; *outpost* duty was not performed with judgment,—advanced parties were accordingly surprised and carried off, and even the safety of an army compromised by the negligence of British pickets at Alost.

In the expedition to Egypt under Sir Ralph Abercrombie, the troops marched and encamped by lines, and so little was the security of the British camp attended to, that on the 21st of March, the French army approached without observation, and actually turned the right of Sir Ralph's position, and penetrated to the rear of the army; but the excellent regimental discipline of the troops compensated for the want of military skill in their commanders: and the energetic attack of a brave and skilful enemy was ultimately defeated.

In the Peninsular war, military arrangement was essentially improved by copying the admirable system of the greatest martial genius of either ancient or modern times; and the illustrious British commander-in-chief availed himself, like an ancient Roman, of every improvement discovered in his enemy's mode of warfare, and gave to his troops, in addition to their acknowledged courage and steadiness, the benefit of tactical arrangement, founded on simplicity and efficiency of action. But still the regimental practice of the British service is defective: it is too complicated, and too severe. All unnecessary evolutions should be abandoned; and the great object of instruction be, to destroy the enemy; and arms, ammunition, and discipline, should all be combined to effect that end. The situation and moral character of the British soldier should be wisely elevated,—corporal punishment abolished, and then a better class of men would enter the service,—promotion should be also better regulated; no purchase of field-officers' commissions permitted,—and scientific knowledge and professional information be the only passports to rank and command.

May 5th, 1833.

ALFRED.

* * * The lengthened debate on the case of Sir Thomas Troubridge, which we have felt it due to that officer and to the service to insert without delay, has compelled us to omit a great portion of our Correspondence for the present month.—ED.

EDITOR'S PORTFOLIO;
OR,
NAVAL AND MILITARY REGISTER.

AFFAIRS AT HOME AND ABROAD.

THERE is little to claim record in the domestic concerns of the country during the past month, excepting the division on the 3d ult. in the Lords, on the question moved by the Duke of WELLINGTON, for an address to his Majesty, praying that a *bond fide* neutrality should be maintained on the part of Great Britain towards the parties now contending for supremacy in Portugal. The address, after a lengthened debate, was carried against Ministers by a majority of 12, the numbers being 80 to 68.

Abroad there appears an equal dearth of events, if we except the rumoured accommodation of the Eastern question, and the retirement of IBRAHIM PACHA from Koniah towards the ceded pachalicks. The Russians remained in force by sea and land in the neighbourhood of Constantinople. Their influence is stated to predominate in the councils of the PORTE.

At OPORTO, Captain Napier had succeeded Admiral Sartorius in the command of Dom Pedro's fleet; but no movement, according to the latest accounts, had taken place. We append the following letters:—

Oporto, 9th June, 1833.

Tout à l'humour gasconne en un auteur gascon :

Calprenede et Juba parlent du même ton.—BORLEAU.

MR. EDITOR,—We have been disappointed once more. The imperial staff was in a great hurry for some days; General Solignac seemed to *reconnoître* all the avenues: reviews, council of generals, ha! ha! and after all this ostentation we remained calm and quiet as before! In short, it was a *gasconade*; for General Solignac has no plan, no idea of leaving Oporto, and all those boastings had no other object but to quiet the murmurings of the troops, quite impatient of being exposed and sacrificed day and night, in an endless warfare. The most distinguished officers in the army wish to prevail on the Emperor, and on the *pollyarchier* of his variegated staff, to adopt one out of the two following plans; but neither Dom Pedro nor Solignac approve of them: the first is, to cross the Douro with all the army, and to march forward to Lisbon, *coûte qui coûte*; the second, to embark four or five thousand men in the fleet and steamers, and to land at Lisbon under Saldanha, hoping that the popularity of this officer would decide and encourage the people of Lisbon to rise in favour of Dona Maria; for Dom Pedro has not twenty partisans in this country. The ex-Emperor says that all this is very dangerous, and is probably expecting to find some means to fight, and conquer a kingdom without danger. But the real motive is, that he is jealous of Saldanha, and likes better to be besieged at Oporto, than to give him an opportunity of ending this unfortunate war. The misery among the people is very great, and increases every day; the ministers and his *protégés* monopolising, scandalously, all provisions. A strong representation was addressed to the Emperor against his ministers: he answered, *he had no other friends at Oporto to depend upon*; and, to be sure, he spoke truth!

The damage caused to the city by the enemy is valued at a million sterling; the Miguelites have fired 160,000 cannon-shot and thrown 10,000

bombs against Oporto and its works. If our staff is bad, if our Candidos and Valdezes are good for nothing, that of Dom Miguel is even worse; his army is always in the greatest confusion. The militia and volunteers are quite fatigued and disgusted.

The Marquis of Palmella (for among the Liberals it is a crime to call him a duke) is yet struggling for a *porto-folio*; but, if he is not openly supported by Saldanha, he cannot succeed; and Saldanha, though he knows the incapacity and *gaspillage* of the *coterie*, is not so attached to Palmella.

I remain, Sir, your obedient Servant,
PORTUENSE.

Oporto, June 8th.

MR. EDITOR.—One favour generally begets another, and the kindly insertion of my former letter in your excellent Journal emboldens me to trouble you again with a few lines on the shameful and mortifying procrastination of operations, which the imbecility and pertinacity of some one or other has prolonged beyond all necessity.

No event of importance has occurred since my last, except Palmella's arrival, in spite of the ministerial clique, with steamers, men, money, and recommendations to dislodge the pitiful set that hovers round the incorrigible ex-Brazilian ruler. The cunning diplomatist has not yet been successful in his errand: however, I hear there is already a split in the camarilla, Silva Carvalho and Freire having joined against Candido, whom they accuse of intelligence with Palmella to keep his place, power being his idol: but Dom Pedro still adheres firm to all the gang, and appears very anxious to concert matters, not being willing to part with any, fearing that the vanishment from the political stage of these *worthies* will ruin for ever the castles and bubbles of future enhancement with which they cajoled him, when, unfortunately for us, he embarked personally in our noble enterprise. The greatest difficulty the Marquis will have, if he carries the day, will be to get people of influence to serve in his administration. Palmella, by his political inconstancy, never knew how to form a party among the Portuguese, and he now feels keenly the consequences; for, were it otherwise, the task of overthrowing the discredited *gipsies* in power would have been the work of a moment, notwithstanding the too great partiality of Dom Pedro for them. Bernardo de Sa, Minister of Marine, has already tendered his resignation, which has been coolly accepted. This minister was a dead letter in the administration: and what amazed some of his friends was, that he should be so wanting in political moral to himself as to sanction with his signature despicable acts of the camarilla.

It is really amusing to read your daily press about things going on here, and especially the Morning Herald. If the editor's partiality or intimacy with some one connected with the London committee does not make him metamorphose the information he receives, then his correspondent here must generally get the statements he sends from Carvalho, the Minister of Finance, or some such *worthy*, for no other could furnish the trash that appears in that paper.

The squadron is here, and has captured a schooner with ammunition, and three of Miguel's gun-boats. Had the ships been constantly cruising here, as they might, were it not for the paltry cabals of ministers, we never should have been driven (since improvidence or stupidity allowed the enemy to fortify Mount Castro) to the extremities we a little time back experienced. Sartorius left the command through ill-health, which will undoubtedly devolve on Captain Napier. The ungrateful gang may now rejoice with the event; sickness having accomplished what they were not able to do, when Sir John Milley Doyle, with a few riflemen, was charged with the *silly mission* of arresting the vice-admiral among mutinous crews, on account of their misgovernment; but the sensible part of the Portuguese here feel widely different, and never can forget the services of the brave mariner who,

with disparity of forces, drove the enemy's ships into the Tagus, and preserved us on the eleventh hour—the squadron, which continual stupidity, mismanagement, and perhaps malignity, had put in jeopardy.

The enemy has not of late fired so much, and a large stock of provisions has been landed; but the price, though a little lower, is not so much as it ought to be, on account of the monopoly kept on by some of the *protégés* of the clique, who are said to go halves with high folks.

The patriots of Figueira still hold out, and the Pedroite apathy in not sending there even a boat to learn its extent is to me inexplicable, and more so after the gallant manner with which two of my comrades, natives of the place, offered their services to the perilous enterprise. Nevertheless, I ought not to be amazed at this, being in perfect accordance with everything else, which has been entirely left to chance.

Dom Miguel is gone to Coimbra on pretext of meeting Don Carlos and his sisters; but I suppose the real motive is to be just half way from Lisbon and the army, in order that, should we move on some point, he might easily get there quickly to rally his partisans.

A VOLUNTEER, A. M. S.

EAST INDIA COMPANY'S MILITARY SEMINARY, ADDISCOMBE.

THE half-yearly public examination of the Gentlemen-Cadets took place on Tuesday, the 11th June, before a numerous deputation from the Hon. the Court of Directors of the East India Company, at which William Wigram, Esq. the Deputy Chairman, presided. The examination was attended by many distinguished gentlemen and officers, amongst whom were Lord Arthur Hill, Sir James Shaw, Major-General Sir Howard Douglas, Major-General Miller, &c.

The Deputy Chairman and deputation were received with a salute of eleven guns. The column passed in review order; formed line; performed the manual and platoon exercise, the broad-sword exercise of infantry and cavalry, and advanced to the general salute.

The first class of thirty gentlemen-cadets was brought forward for examination. Colonel Sir A. Dickson, K.C.B. and K.C.H., the inspector and public examiner, conducted the mathematical and fortification departments, and Dr. Wilkins the Eastern languages. The course of examination has been so frequently given in our Journal, that it is unnecessary to enter into the details of it on the present occasion. When concluded, Sir A. Dickson made his report of the qualifications of the class, according to which the following seven cadets were selected for the scientific ordnance corps:—

James Allardyce, Frederick Pollock, Charles F. North, for the Engineers; William Hodgson, Edward Strettell, George Penrice, Robert Tudor Tucker, for the Artillery.

And twenty-three were appointed to the Infantry, viz.—

George T. Hamilton, Arthur M. Becher, William F. Eden, William R. N. Campbell, Frederick D. Atkinson, William J. Cooke, John White, Walter S. Sherwill, Clare S. Salmon, Walter F. Goodwyn, Charles J. Gibbon, Robert L. J. Ogilvie, William Y. Siddons, Henry Vincent, Robert Le Geyt, George T. Pogson, Lambart Scott, Robert R. Moore, Charles Halkett, John Goulden, Henry Nixon, Charles Hoseason Patrick Johnston.

Among the many interesting circumstances of the day, the most gratifying was the unqualified report that Col. Houston, C.B., the Lieut.-Governor, was enabled to make to the Hon. Court, of the steady, gentlemanlike, and manly conduct of their cadets during the whole of the past term. He was pleased to state that besides the support received from his staff-officers in maintaining high moral principle and military discipline, he attributes much to the example set by the first class, and especially to the judgment, temper, and firmness of Gentlemen-Corporals North, Hamilton, Tucker, Campbell, and Allardyce, who were respectively in charge of classes during the term,

ABSTRACT OF PARLIAMENTARY PROCEEDINGS CONNECTED WITH THE ARMY AND NAVY.

HOUSE OF COMMONS, JUNE 10th, 1833.

[The personal and extraordinary nature of the following discussion in the House of Commons, coupled with our desire to render its details and honourable termination correctly known to the United Service, induces us to give it precedence of Debates prior in date, and destined to appear in their proper order.]

Mr. Cobbett.—I have to present several petitions to the House; one in particular, which I believe the House will consider to be of great importance, and the prayer of which will, I apprehend, produce a very great sensation. The petition is of that nature, that it becomes me to state the circumstances under which it is brought before the House. It was put into my hands by a gentleman of whom I had no previous knowledge whatever. A petition, containing allegations against a Member of this House, and praying that he may be expelled from it, as being unworthy to hold a seat in it, is not to be treated in an ordinary manner. I did not merely satisfy myself that it embodied nothing offensive in its language; therefore, when I saw the name of a very respectable and well-known officer of the navy, Captain Owen, attached to the petition, I thought it necessary to ascertain from Captain Owen, himself, whether or not he had really signed the petition. Accordingly, I saw him, and he told me that it was his signature; and he afterwards gave me, in writing, his reasons for signing the petition, and also his permission to make what use I pleased of that written communication. In short, he acted in the most frank and open manner; and declared that he was ready to state, at the Bar of the House, his reasons for having signed this petition. Other persons have also signed it who, I believe, are electors of the borough for which the Honourable and Gallant Member to whom this petition refers—I mean Sir Thomas Troubridge—is a Member. The petition states, that Sir Thomas Troubridge, who has been returned as a Member of Parliament for the borough of Sandwich, is a person who ought not to serve in Parliament as a representative of the people, and is unworthy of a seat in the House, for the following reasons.

I shall stop, here, to inform the House, that I have been very slow in bringing forward this petition. After having ascertained who the petitioners were, and evidence of the facts alleged having been produced to me, I showed the petition to the Honourable Member himself, and told him on what day I should present it; and I also gave a similar intimation to the First Lord of the Admiralty, so that nothing has been wanting, on my part, to give due information to the parties concerned. I will now read the petition.

To the Knights, Citizens, and Burgesses of the United Kingdom of Great Britain and Ireland in Parliament assembled.

The humble Petition of certain Electors of Sandwich, Deal, and Walmer, and other Persons,

Sheweth,—That Sir Edward Thomas Troubridge, Baronet, has been returned as a Member of Parliament for the aforesaid places.

That he is a person who ought not to serve as Member of Parliament for the following reasons:—

That by the naval regulations established by the King's Order in Council in force up to the twenty-fifth day of January, in the year one thousand eight hundred and six, it was ordered that no person should be appointed lieutenant of the Royal Navy until he should have served six years at sea, during two of which he must have been rated as a midshipman or a mate in some of his Majesty's ships, and should have produced certificates of his service and age, and should not have been under twenty years of age, and have passed an examination at the Navy Office, or before three principal commanders authorized to examine him by the Commander-in-Chief.

That on the twenty-fifth day of January, in the year one thousand eight hundred and six, an Order in Council was directed to be executed, which states, "that no person shall be appointed a lieutenant until he shall have attained the full age of nineteen years, with other qualification as aforesaid; but allowing two years' study at the Naval College, and three years' service on board any of his Majesty's ships, equal to the aforesaid six years' service at sea.

"That no person shall be appointed commander until he shall have been two complete years a lieutenant.

"That no person shall be appointed a captain until he shall have been one complete year commander."

That, on the fifth day of September, one thousand eight hundred and six, according to the official list of the navy published by authority of the Admiralty, he, the

said Edward Thomas Troubridge, is therein recorded commander, his name not having appeared in any previous list as a lieutenant; he must, therefore, have only been a lieutenant, if ever he was one, a part of the year one thousand eight hundred and six, as the Navy Lists are published annually.

That on the twenty-eighth day of November, one thousand eight hundred and seven, the said Sir Edward Thomas Troubridge, Baronet, according to the said list of the navy, appears to have been made a captain.

That according to the records of the Herald's College, Thomas Troubridge was created a baronet in the year one thousand seven hundred and ninety-nine; he married Frances Richardson, widow, at the parish church of St. Marylebone, in the county of Middlesex; and had a son named Thomas, born at Upton House, near Romsey, Hants. By the register of marriages of the said parish of St. Marylebone, in the said county of Middlesex, Thomas Troubridge, bachelor, was married to Frances Richardson, widow, on the twentieth day of December, one thousand seven hundred and eighty-seven, who was the father of the said Sir Edward Thomas Troubridge, Baronet, who, upon the decease of the aforesaid Thomas Troubridge, took, and still retains, the title of baronet.

That had the said Sir Edward Thomas Troubridge, Baronet, been born on the day when his father and mother were married, he could not have been, on the fifth day of September, one thousand eight hundred and six, nineteen years of age when made commander, not old enough to be a lieutenant under either regulations, nor twenty years of age when made captain.

That the said Thomas and Frances Troubridge had twin daughters, Charlotte and Elizabeth, who were baptized at the parish church of Nursling, in the county of Southampton, on the twenty-seventh day of December, one thousand seven hundred and eighty-eight, though no register of baptism of the said Edward Thomas Troubridge is to be found in the said parish of Nursling, wherein he was born, and in which parish the aforesaid Upton House is situate. The said Sir Edward Thomas Troubridge appears to have been born after his said twin sisters, in the year one thousand seven hundred and ninety; he therefore was made a captain at seventeen years of age.

That in order to obtain a qualification to be made a lieutenant, it was necessary that he should produce a copy of the register of his baptism, or certificate of his age, to the Commissioners of the Navy, or to the captains who examined him, which qualification, called a passing certificate, and copy of the registry of baptism, or certificate of age, are lodged at the Admiralty Office, to authorize the Commissioners for executing the office of Lord High Admiral to promote him to the rank of lieutenant, which rank he must have obtained before the said Commissioners could be authorized to promote him to any higher rank in the navy.

That the said Edward Thomas Troubridge, now Baronet, must, therefore, have produced a forged, or false, copy of the register of baptism, or certificate of his age, and have knowingly and falsely represented himself to be of an age he was not, and did thereby fraudulently, if not feloniously, obtain the commissions of lieutenant, commander, and captain, and the pay attached by law to those commissions; also the half-pay of captain, which he is now continuing fraudulently to receive, which sums of money of full and half-pay exceed the sum of six thousand pounds he so obtained from the King.

That the King was actually obliged to serve the aforesaid time, and be twenty years of age, before he was made a lieutenant; and though there was then no specified time a person should serve as lieutenant before made a commander, and serve as commander before made a captain, the King actually served years a lieutenant before he was made commander and captain.

That so well aware of the aforesaid restrictions to granting commissions in the Royal Navy were former Commissioners for executing the office of Lord High Admiral, and who appoint officers for the King to his Majesty's ships, that when the late Rear-Admiral James Bowen was Master of the *Queen Charlotte*, in the great battle fought in June, one thousand seven hundred and ninety-four, between the British and French fleets, and had done great service on that occasion, and though above the age required to be a lieutenant, as he had not been rated midshipman, or mate, the requisite time, though in every other respect qualified, a specific Order in Council was passed to authorize the said Commissioners to promote him to the rank of lieutenant.

That when Captain Jeremiah Coghlan was midshipman in a gallant battle fought in one thousand eight hundred, and had done great service on that occasion, though he was above the age required to be a lieutenant, but had not the other qualification of service in the Royal Navy, a specific Order in Council was passed to authorize the said Commissioners to promote him to the rank of lieutenant; and there is no instance known of any person, however high his family, or great his services, ever having been authorized, by Order in Council, to be promoted to the rank of lieutenant before he was the aforesaid age.

That therefore any commission granted by the Commissioners for executing the office of Lord High Admiral contrary to the said powers must be illegal.

That by the Act of the twenty-second of King George the Second, intituled "An Act for amending, explaining, and reducing into one Act of Parliament the Laws relating to the Government of his Majesty's Ships, Vessels, and Forces at Sea," it is enacted that a court-martial shall be composed of flag-officers, captains, or commanders.

That the aforesaid Sir Edward Thomas Troubridge, Baronet, during the time he illegally commanded the King's ship, must have composed a court-martial, and not having a lawful commission, must have illegally inflicted punishment; and that all persons who have been punished or flogged by him as captain of the King's ship, whether during his infancy or since his manhood, it appears have been illegally punished.

That therefore your petitioners believe that he, the said Sir Edward Thomas Troubridge, Baronet, has been guilty of, or at least defrauded the King of the pay and half-pay attached to the aforesaid commissions, and a daring violation of the law of the kingdom, by executing the office of a Judge at courts-martial, and in the ships he commanded, without a lawful commission.

That your petitioners humbly pray that these premises may be inquired into, and if found to be true, as your petitioners verily believe they will, you will expel him from Parliament as an unfit and improper person to serve therein, and order him to be prosecuted for the said offences. And your petitioners, as in duty bound, shall ever pray.

Then come the signatures; they are—Captain Owen, William Harris, Thomas Wood, and many others, some of them designated as gentlemen, and all of them electors of the borough of Sandwich. The House will be pleased to observe, that I take upon me to assert none of these facts to be true, and that I have taken every precaution not to commit myself to them; but that it involves a matter of great importance, every man must be satisfied. Every man must be satisfied that if these allegations be true, an inquiry must take place. I will now read the letter which I received from Captain Owen, in which he assigns his reasons for signing this petition:—

6th April.

I am just informed by Mr. Edwards, that you have at length given notice of your intention to present the petition from Sandwich, which I have signed, on Wednesday next. It is due to you, in the task you have undertaken against, I fear, a decided feeling to resist the immediate reform of corrupt favouritism, too long cherished in practice, that I should acquaint you with my motives for signing that petition, if these should be called in question, as perhaps they will be. Naval officers being so decidedly subjected to the will or caprice of the Admiralty, the affixing their names to any document which may not be pleasing to the Admiralty is it must be acknowledged, a bold measure, and can only arise from a conviction of the propriety of the act on just principles, since it risks the favour of those to whom they are subjected. That the petition you are about to present will not be agreeable to the Government, or at least to the Admiralty, may be supposed from Sir T. Troubridge having been nominated by them as their candidate for the borough from which the petition emanates, and as mine is the only signature of a naval officer to it, my worldly interest is not likely to be benefited by it, nor my professional hopes encouraged. I must, therefore, have supported the prayer of the petition on principle. The practice complained of has, indeed, too long disgraced and degraded our naval service; and it is solely in the hope of putting a final stop to such atrocious wrong, that I have lent my name to the petition: this is my professional reason. My political motives are, that Sir T. Troubridge came forward as a Reformer; that is, as pledged to the reformation of public abuse. If, as we contend, his own history furnishes an instance of the grossest abuse of authority, or imposition on it, must he not have been imposing on his constituents? I conceive that, benefited as he had been, and still enjoying the fruits, as he was, of the most flagitious and corrupt abuse of power and patronage, he must at least have been insincere. Therefore I was but fulfilling a public duty in signing the petition as a freeman of the borough.

The great wrong done to the naval service, and to the public, by the species of wrong complained of is, that children attaining high rank by corruption, intrigue, or particular favour, in preference to men who have run the career of regular service, they not only become pensioners on the State, at the highest rate, for many more years than could be calculated on by the nature of the profession, and laws for its administration, but the very wrong done enables them to obtain the most confidential situations, and to obtain even the government and management of the service they have abused. How can such people be expected to administer

righteously, who obtain their power and rule by manifest wrong? The whole history of our service, past and present, would furnish an ample commentary of the mischief done to the profession and the country by such malpractices as those complained of in the petition.

If I were inclined to urge the propriety of adopting this petition, and of taking proceedings upon it, I could not do so with more ability than it has here been done by this very meritorious naval officer. But, Sir, it must be evident to every man that the naval service must suffer (and that is a service to which, as Englishmen, we are all much attached) from this pernicious system of favouritism. That favouritism will exist to a certain extent, we all know—it is impossible to prevent it. But this petition contains, not merely allegations of abuses of that nature, but, in addition to the usual abuses arising from relationship, connexion, and patronage, here is a fraud alleged; and if the allegation be true, here is one instance, at least, of a gentleman receiving pay, and exercising the power which his rank gave him, who ought not to have had any pay or to have possessed any power. As a Captain of the navy, he had the power to tie up any of his men to the mast, and to flog them at his pleasure, without any court-martial. I do not mean to say that a captain should not have such power; but then the greatest care ought to be taken that it be not committed to the hands of children, absolutely too young to manage themselves. Then, as to the honour and safety of the country, if I am not very much mistaken, Captain Ducres, who commenced that disgraceful war with America, and who lost his ship to a very inferior force in the course of about twenty minutes, and was carried into port by an American frigate, was not more than about seventeen or eighteen years old when he was made a captain. Sir J. Yeo, also, who lost our fleet upon the Lakes, was only fifteen years old when he was made a lieutenant. Now, I am satisfied that we suffered greatly in that American war, in consequence of these practices—practices which are of the greatest possible injury to the service, and also to the country; for the country have a right to look to them—it being their money which maintains the navy; and the people, therefore, have as much claim to the honour of that navy as those who actually serve in it. The people have a right also to call for a correction of these abuses, and for an inquiry into the allegations of this petition—if they cannot be denied—for, if they can be denied, then I say that the parties who have signed this petition, deserve, not merely reprehension, but severe punishment. The Noble Lord, when speaking of the fraudulent manner in which a certificate of apprenticeship had been obtained by a person claiming to be a member of the corporation of Lynn, did so in terms of the utmost indignation at the conduct of the parties implicated in that transaction. These parties were prosecuted with the utmost severity, and were punished by being expelled the corporation. Now, if it be just to deal in such a manner with the poor, and thus heavily to punish a fraud of such a description, are we to say it is a thing to be winked at—laughed at—ay, laughed at—when a charge of fraud is brought against a Member of this House, whose very character, as a naval officer is identified with the word “honour”—the service to which he belongs being the glory and pride of his country! If there be any real foundation for such a charge, I say it is the duty of this House—and it will be a scandal upon it if it does not perform that duty—to appoint a Committee to inquire into the truth of that allegation, and, if true, to call upon the Government to eject from that honourable service every man who has got into it by such dishonourable means. Sir, I shall now present this petition; and this reformed House will do with it just what it pleases.

Sir Thomas Troubridge—I trust on so serious and grave a charge being brought against me, the House will allow me to occupy a few moments of their time in explanation; and I hope I shall be able to show to their satisfaction, that this petition arises solely from private disappointment in an election contest, and not from any public motive whatever. To explain this, I beg to state a few facts that occurred at the last election for the borough which I have the honour to represent. On the dissolution of the last Parliament, a person by the name of Edwards, totally unconnected with Sandwich, went down to that town, and, assisted by Captain Owen, applied to the mayor and jurats for a warrant to arrest me on a charge of having fraudulently obtained money on the high seas, his charge being, that my being promoted at an earlier age than specified by an Order in Council, all the pay I had received was fraudulently obtained, and that Sandwich, being a cinque-port, had jurisdiction over the high seas, and therefore the warrant ought to be granted. The mayor refused to attend to this till the election was over; and the day after I was elected, the mayor and jurats were summoned to hear Mr. Edwards' charge. He, however, withdrew it altogether. I should also state that he applied to the neighbouring magistrates, who, though politically opposed to me, would not listen to such a measure. I think

this will convince the House that the subject was brought forward for electioneering purposes, only. It could not be on public grounds, for in 1806 an Order in Council was issued, regulating the age and servitude to obtain promotion. In obedience to this Order, I was, myself, obliged to wait till I served the specified time as commander, before I could be promoted to a post-captain, and in no instance has this Order been deviated from. I served my full six years as midshipman, and passed my examination for lieutenant; and though I was promoted at an early age, such was the known practice of the service at that time; and I here state without fear of contradiction or controversion, that a very large portion of the most distinguished admirals and captains the naval service can boast of, were promoted under exactly the same circumstances as myself. Twenty-eight years have now elapsed without my hearing one word of this charge, which, I think, will itself show the House the real motive for its now being brought forward. With respect to having sat on courts-martial, I never did sit on any court-martial till long after I was of age. There is one point which I deeply regret, and that is, that any brother officer (well-knowing the practice of the service to be as I have stated it) should have signed this petition. The individual who has done so is Captain Owen, brother to the gallant admiral, Sir Edward Owen, my unsuccessful opponent; and I must here do the justice to that gallant admiral to say, he has in the most unqualified manner disclaimed any participation in this extraordinary act. I feel so satisfied that both my brother officers and this House will well know how to appreciate such conduct, that I will not say more on the subject, nor will I trust myself to make any remark on the other signatures to this petition, or on the Honourable Member who has presented it. I shall now, Sir, leave this case in the hands of the House, with the perfect confidence of an honourable man, that they will neither believe me to be a felon, as stated in the petition, or unworthy, from any conduct of mine, either public or private, to hold the commission of my excellent King, or to be a Member of this House.

[Sir Thomas Troubridge, at the conclusion of his speech, immediately withdrew from the House.]

Sir James Graham.—I confess, Sir, I entertain strong doubts, whether, after the satisfactory explanation which has just been given by the Gallant Captain, whose character has been impeached,—I ought to trespass upon your time; but, standing as it has been the pride of my life to stand, in that relation which I hold to the distinguished service to which he belongs, I feel that I should be wanting in my duty as a public man, if I did not take upon me to address a few words to the House on this occasion. Certainly, it is true, that the Honourable Gentleman who has presented this petition did apprise me that it was his intention to bring it forward; but I cannot help expressing my astonishment that the Honourable Member should have thought fit to make himself the channel of such allegations as this petition contains, calculated, as they are, not only deeply to wound the feelings of many distinguished living officers, but as far as it lay in the power of the Honourable Member to do so, to cast a slur upon, and revile the memory of some of the greatest naval heroes who dignify the annals of this country,—of this country, which owes to them a debt of gratitude that can never be repaid, and for services which he can never appreciate.

I hold in my hand a list of thirty-nine naval officers, who obtained promotion under circumstances identically the same as those under which the Gallant Officer, who has just left the House, was promoted. That the course of their promotion was contrary to the strict rules laid down in the Order of Council, I do not pretend to deny, because, in a matter of this kind—especially connected as it is with an attempt, on the part of the Honourable Member to produce, as he terms it, “a great sensation in the country,”—to degrade that which is most exalted—and to vilify that which is most pure,—I am entitled to say, that, remembering this to be his object, I think it right to use no dissimulation in the matter, but to state, with all frankness, what really is the case. In 1746, his Majesty, King George II., passed an Order in Council, directing that no midshipman should obtain the rank of lieutenant until he attain the age of twenty. That Order in Council was recognised, at subsequent intervals, down to the year 1806, when this limitation, as to age, was altered. But I have to state to the House, that, practically, and under the distinct connivance of the Board of Admiralty, that Order in Council was, during the war, a mere dead letter—no notice being taken of the age of a young man, previous to promoting him to a lieutenancy. In time of war, it was considered—when the call for young and effective lieutenants was urgent—that it would be improvident, and most impolitic to act upon that Order. I will read some of the names which appear upon the list of those officers who did obtain the rank of lieutenant under the age of twenty, and under circumstances absolutely analogous to those which are the object of attack by the Honourable Member

for Oldham, in the instance of the Gallant Member for Sandwich. I should not, however, think, that I was justified in reading their names, if I was not also prepared to maintain, that no stain, whatever, has attached to his Majesty's service, by reason of these promotions; and, consequently, that it is but just to the Honourable and Gallant Officer, that he should have the benefit of a true and accurate statement of the whole matter. The first name on the list is that of Nelson, who obtained the rank of lieutenant at the age of eighteen; the Order in Council at the same time declaring, that no officer should obtain it before the age of twenty. The next is that of the late Viscount Exmouth; then follow the names of Sir Henry Hotham, Sir William Hoste, and Captain Edward Pellew, all of whom attained promotion at a very early age. And here I defy the most ingenious cavalier to attach aristocratic influence to more than six of the thirty names contained in this list;—the remaining twenty-seven having all obtained promotion at that early period, either by reason of their professional merits—by their connexion with distinguished naval officers,—or by the fortunate circumstance of having been on foreign stations when lieutenants were at that moment required. In the very case now in question, is the Honourable Member really aware of the character,—not only of the individual against whom he has brought this charge, but—of the character of his distinguished father? If favour was ever shown to an officer upon grounds of merit, most certainly the late Sir Thomas Troubridge was justly entitled to it. He was avowedly the most intimate, indeed the bosom friend of Lord Nelson. He was present in all the most distinguished actions of that great man,—he was his right arm on all occasions,—never failed him at the hour of need—never disappointed him at any crisis—never flinched from any service, however severe or dangerous; nay, it was owing to a degree of daring, amounting almost to rashness, that his valuable life was sacrificed:—for it is well known under what melancholy circumstances he perished in the service. For Government to show some little favour to the son of such an officer was, I think, quite natural. He had fallen in the service of his country; and was it too much to say that his son had acquired some claims upon it? But the Honourable Member considers that the Honourable and Gallant Officer owed that favour entirely to the character of his distinguished relative, or to some more improper feeling, or influence exercised in his behalf at the Admiralty Board. I say this, because he talks about 6000*l.* of the public money having been received—

Mr. Cobbett.—The petition states it, I do not.

Sir James Graham.—Does the Honourable Gentleman really think to escape thus? He does not appear to know the persons whom he has addressed, if he thinks that any such subterfuge will serve him here. But I will tell him that the Gallant Officer has done very distinguished service, in return for the pay he has received. After he obtained his first step, and while on service in the East Indies, he had an opportunity of vindicating his promotion by capturing an enemy of very superior force; and in consequence of that action, he obtained his present rank of post-captain. The Honourable Gentleman professes to entertain great respect for the naval service; and yet he indulges in the most wanton attacks upon highly meritorious officers belonging to that service; and not content with bringing charges against the Honourable and Gallant Member for Sandwich, he impugns the characters of others. He has referred to the defeat of Captain Dacres; now, I will not go into the whole of that case, especially as there are Gallant Officers present much better acquainted with the circumstances than I am; but I will say that it is a strange mode of showing the Honourable Member's attachment to the navy; not that I think Captain Dacres, however, has given his country any reason to complain. This was his first action,—in which he was, indeed, unfortunate,—but in which his conduct, with an inferior force, displayed the most enterprising courage. The Honourable Member may, it is true, deny him every merit, but his gallant enemy to whom he was opposed will do him greater justice. I will not detain the House further upon this subject; but will merely observe that, beyond all question, this is a petition arising out of an election squabble. In the letter which has been read, Captain Owen says, that his worldly interests will not be promoted by his taking the part he has adopted, in a matter of this nature. This is not the fitting opportunity for me to say, precisely, what I think as to his moral conduct on this occasion; but he need have no fear of his worldly interests being affected, so far as I am concerned. The Board of Admiralty, acting under the control of public opinion, and responsible to the country for its acts,—cannot prostitute its power for the sake of political objects; therefore Captain Owen has nothing to apprehend on that account; but it may, perhaps, be well for him to consider what this House, and what his country may think of his moral conduct, in taking the part

he has chosen to assume in a matter of this character. The Honourable Member for Oldham, I observed, was justly studious, after reading the names of three or four of the signatures to the petition, to add the word "Gentlemen." If he had not given us this information, the House, perhaps, would have hesitated before it could credit that any "gentlemen" could be a party to such a petition, which is neither more nor less than the attempt of an unsuccessful party in an election contest, to vilify the character, and wound the feelings of his more successful opponent.

The Honourable Gentleman has, with his accustomed caution declared that he is not prepared to prove the truth of these facts. I doubt whether the House, according to its forms, can allow the Honourable Member to escape the consequences which must follow, if he, as a Member of this House, ventures to present a petition in which charges of fraud and felony are preferred against another Member of the House. He is bound previously to satisfy himself that the facts are true; and if he find them to be so, he ought with a manliness and courage becoming an English Member of Parliament, to say—"I assert that these facts are true, and upon my own responsibility I prefer the charge and will substantiate it by evidence." But to throw upon the Table a petition containing such grave accusations against a Member of this House, without attempting to verify the facts or allegations, is a course, in my opinion, most unparliamentary; and under your correction, Sir, I am disposed to take the sense of the House, against the reception of this petition. Whatever may have been the irregularity of the course in which, in former times, these promotions were obtained, I would ten thousand times rather be the individual who had arrived at his promotion by some such irregularity, than be the person who, without any ground of public necessity, (for the practice complained of has long since been abandoned,) should venture to prefer such a statement before such an assembly as this—a statement which is only calculated to outrage the memory of the dead, and to wound the feelings of the living. I move, Sir, that this petition be rejected.

Sir Edward Codrington.—I beg leave, Sir, cordially to second the amendment.

Mr. Mariyatt.—After the able statement of my Honourable and Gallant colleague, in answer to this petition, it is not necessary for me to detain the House for more than a few minutes. Captain Owen has spoken of the preparation and bringing forward of this petition, as if the proceeding had been dictated by public motives; but if there was anything of a public nature—anything of public feeling in this affair, it does appear strange to me, that on the application to the Mayor of Sandwich, for a warrant to arrest my Honourable and Gallant Friend, on the night previous to the election (and which, if granted, would have prevented his appearing on the hustings), being postponed till after the election, no subsequent steps should have been taken; but, that, as soon as the election was over, the public spirit of Captain Owen evaporated. It seems to me, Sir, that this petition is informal. It states, that the Honourable and Gallant Member for Sandwich is guilty of felony. If so, he would be incapacitated from sitting in the House. Why, then, was not the petition brought before a Committee? No; the party who has actually preferred it knew better; it was not brought before any Election Committee in due course,—because it, most probably, would have been pronounced frivolous and vexatious; therefore, he abandoned that line of proceeding. It is nothing more than a base and malignant charge, originating out of a mere electioneering dispute. Being no lawyer, I should like to learn how an individual can be guilty of felony for not having complied with an Order in Council? The King, in Council, has no right to make a man a felon, because he does not obey his orders. Another consideration also presses upon my mind:—ought this House to be made the medium of publishing gross libels and infamous slanders against individuals, which no man would dare to make public by any other means? Upon the whole, Sir, I think that the principal parties should be made to come forward at the Bar of this House, and to prove these charges; and, if they cannot do so, why, then, let them be committed to Newgate.

Mr. Cobbett.—I think the speech of the First Lord of the Admiralty ought not to be suffered to pass without my being allowed to—

Sir Edward Codrington.—I beg leave to move, Sir, that the debate be adjourned.

The Speaker.—The clock having struck three, the House adjourns itself, *ipso facto*.

TUESDAY, 11th JUNE.

The Speaker.—Before the House proceeds to the public business of the day, it is my duty to state that a petition of certain electors of Sandwich, Deal, and Walmer, relative to the conduct of an Honourable Member of this House, having been yesterday presented;—and on the motion "that the petition do lie on the Table" an

amendment having been proposed "That the petition be rejected," it becomes necessary that, with the sanction of the House, we should proceed to resume the debate which was commenced yesterday.

Sir James Graham.—With the permission of the House, I am desirous of stating—

Mr. Cobbett.—Order! Order! You spoke yesterday.

The Speaker.—Sir James Graham in explanation!

Sir James Graham.—I am quite aware that, strictly speaking, I am not entitled to address the House; but before we come to a decision upon the question before us, I am anxious, as the Honourable Member for Oldham, in the course of his observations yesterday, mentioned particularly the names of Captain Owen, and a Mr. Edwards, to make a statement of facts with which I have become acquainted in my official capacity. It, however, remains for the House to decide whether or not I shall be permitted to make this statement.

Mr. Cobbett.—I have no objection to the statement being made; but I do not see why the Right Honourable Baronet is to have two speeches to any other person's one.

The Speaker.—It is not extraordinary that the Honourable Gentleman, the Member for Oldham, should not understand what the usual practice of the House is. I understand the wish of the Right Honourable Baronet to be, to give certain information with respect to two individuals who were yesterday named by the Honourable Gentleman in the course of his observations upon presenting this petition; which information is tendered by the Right Honourable Baronet, as being derived from official documents; and I am perfectly assured that it will be more satisfactory to the Honourable Gentleman himself, to hear facts stated from official, rather than mere declaratory evidence.

Sir Edward Codrington.—I beg to second the amendment that this petition be rejected.

Sir James Graham.—The statement which I am about to make is founded upon the official documents, which, as First Lord of the Admiralty, I have access to, touching the character of the persons whose names appear to this petition. The first of these individuals is Captain Owen, whose testimony the Honourable Member for Oldham said he was not prepared to verify; but in justice to the Gallant Officer, I wish to state certain facts. It appears by these documents, that Captain Owen passed his examination on the 6th of March, 1794, at which time, in his certificate, he represented his age to be "more than twenty-two years." An order, issued in the year 1822, calling upon every officer in the navy to make a return to the Admiralty of his age, length of service, &c. Among other officers, Captain Owen made his return; and the House, bearing in mind what I have stated of his declaration, in 1794, ought to be apprized, that in the return made by Captain Owen, himself, to the Admiralty, in 1822, he declares his age to be, on the 1st of April of that year, forty-seven years and six months; and the date of his birth the 1st of October, 1774. Now, according to the declaration in his certificate, in 1794, it is clear his age must have been, in 1822, fifty years and eight months. Looking, then, to the fact that Captain Owen had stated himself to be more than twenty-two years of age, in the year 1794, it will be evident that he must either have been fifty-one years of age in 1822, or he must have passed his examination at the age of nineteen years and five months in March 1794, and, consequently, one or both of these statements must be incorrect. On the 25th of October, 1794, Captain Owen was made a lieutenant; and on the 19th of June, 1795, he brought his captain,—Captain Edwin Henry Stanhope, of the *Ruby* (of which ship he himself was then lieutenant),—to a court-martial, upon the charge of "wasting the stores of the said ship, and of having behaved in a fraudulent, oppressive manner, unbecoming the character of an officer; and also of having neglected to supply the ship with the necessary slops." The result was, that the Court were "of opinion that, on a consideration of all the circumstances of the charges, they appeared to be frivolous, malicious, ill-founded, and not supported," tending to subvert that due subordination which is the basis of all military service;—they, therefore, honourably acquitted Captain Stanhope.

On the 26th of June, 1795, Lieutenant Owen was ordered to be brought to a court-martial, at the instance of Sir George Keith, "for having, at different times, behaved to his Captain (Edwin Henry Stanhope) with great provocation, both by speech and gesture;—for having slept on his watch, and negligently performing his duty therein;—and for having charged the said captain with wasting the stores of his Majesty's ship *Ruby*, with neglecting to supply her with the necessary slops, and with having behaved to him in a fraudulent, oppressive manner, unbecoming the character of an officer."

The Court were of opinion that the first and last charges were proved, and that the others were proved in part; and therefore they sentenced Captain Owen to be dismissed from his Majesty's service. Now, Sir, it does happen, that upon an investigation of the manner in which he was restored to the service, a gross irregularity took place; because he ought not, by the regulations of the service, to have been restored but by a special Order from the King in Council; whereas, after having been off the list two years, he obtained his commission again, under the Order of a single Lord of the Admiralty. So much, then, for Captain Owen; who has not much reason, I do think, to complain of irregularity. The House will recollect that the other informant, to whose testimony the Honourable Member for Oldham adverted, was a Mr. Edwards. Now I find, upon reference to the official documents of the Admiralty, that he was a midshipman; and that on the 5th of January, 1814, he was tried by a court-martial, held on board his Majesty's ship *Tigre*, in the Roompol, for "having opened, in a most riotous and insulting manner, the cabin door in the cockpit, of Lieutenant Ramsey, of the said ship, who at the time was in bed; and for having afterwards behaved himself with the greatest contempt to the said Lieutenant, as set forth in Captain Halliday's letter of the 3d instant." The Court was of opinion that the charges were proved, and they sentenced Mr. Edwards to be dismissed from, and rendered incapable of ever being promoted in, his Majesty's naval service.

Sir Edward Codrington.—I have great pleasure in supporting the motion of the Right Honourable Baronet, "that the petition be rejected," for more than one reason; and first of all I do so, because I am persuaded that if the object of the petition were carried into effect,—while it would certainly reduce the number of officers who are my superiors on the naval list,—it would materially injure the service; and I have no hesitation in saying, that I would rather there were ten times the number of such officers now above me, than that any one of those in question, who have earned their high reputation by eminent services to their country should be reduced upon such grounds as are set forth in this petition,—and myself, by such a proceeding, be advanced one step higher.—I say this, because I can bear my testimony to the great benefits which the naval service has derived from the infraction of the order, as to the age at which persons shall be allowed to pass, or be qualified to be made lieutenants. I feel that I cannot express, too warmly, my admiration of the eloquent address of the Right Honourable Baronet the First Lord of the Admiralty, who, in the course of his observations, has made a triumphant statement for the rejection of this petition. But there was one sentiment uttered by him which gives me particular satisfaction; that is the consideration of what is due to the services of distinguished officers in the advancement of their sons; and if ever officer had such claims, they were justly the due of the late Sir Thomas Troubridge. With regard, Sir, to the officer mentioned in this petition, I have had the honour of having had him under my own command, and also to have served with him on other occasions; and I can justly say, that I never met with a more correct, a more zealous, or a more intelligent officer; and I will add, that the service has no superior to him in upright and honourable conduct. But when we consider who the parties are who thus attempt to throw dirt on the character of such meritorious men, I think that the House must come only to one conclusion. But is it really possible that the Honourable Member for Oldham can bring forward this petition,—that he can express his admiration of the service,—and then, in the teeth of that assertion, cast imputations upon such men as Captain Dacres and Sir James Yeo? Why, Sir, with reference to the battle in which Captain Dacres lost his ship; the Americans, who were the captors, will do that gallant officer more justice than has been done to him by the Honourable Member who professes so much esteem for the officers of his Majesty's navy. But I know I need not go much into that affair, beyond reminding the House, that Captain Dacres's frigate carried only eighteen-pounders; while the American ship had twenty-four-pounders, and a much larger number of men. I contend that in all the actions in which we were beaten, our opponents, in the last American war, had always the superiority in men and weight of metal. We all know that accidents may occur to the best and most able officers; and it was owing to the accident of the loss of his mizenmast, by which she was exposed to the raking fire of the enemy, that the *Guerrière* was taken. This was the sole cause of her capture; and even the Americans will acknowledge this fact, and will do just credit to the conduct of Captain Dacres and the gallant Sir James Yeo.

I have no hesitation in declaring that the service has derived the greatest benefit from this infraction of the regulation, which, no doubt, was adopted with a view to prevent too early promotions. However, it was found absolutely necessary, at that

period of the war, to break through this regulation; and the period of service, then of twenty years, is now reduced to nineteen years, in consequence of the inconvenience then experienced: that necessity arose from the exigency to which the service was reduced, owing to the actual want of officers on foreign services. In proof of this, I may repeat, what I have before mentioned, in this House, the instance of Mr. Elliot, a purser, having been called upon to keep a regular watch; a gentleman who has been also employed in cutting vessels out of enemy's ports; a service which he has performed with the greatest credit to himself and those under his command. Now, I do not feel that I need go into the question of the conduct of the petitioners; for, though I had meant to enlarge upon it, it is rendered unnecessary by the statement which has been brought forward by the Right Honourable Baronet. After all that has passed, I will not trouble the House further, than by repeating my high admiration not only of the gallant officer in question, but also of many others, my seniors, who have been promoted at an early age; and I know that the country has much benefited by the irregularity. Under the present regulation no man can be made a lieutenant until he has served for six years, at least, as a midshipman, actually at sea (and six years at sea, let me tell the House, is a pretty good servitude); he must then have served as a lieutenant for two years before he can be a commander; and he must have served one year as a commander before he can be made a post-captain. But if a war were to break out, and you continue to reduce the lists, as you have been doing of late years, you must have an Order in Council to do away with the regulation which now exists, from the deficiency of officers which would arise; and this is a suggestion which, I think, is well worthy of the consideration of the Lords of the Admiralty.

Captain Yorke.—Perhaps, Sir, in cases where a petition may be technically correct, it is somewhat unusual in this House to reject it; but as it is my intention, on the present occasion, to support the amendment proposed, which is, "that this petition be rejected," I beg leave to state my reasons for doing so. They are two-fold;—in the first place, because the Honourable and Gallant Member is charged with felony,—whereas, throughout the whole of the petition, there is nothing to prove or to shew that he was capable of a felonious action; and, secondly, because the grievance set forth in the petition has been for many years remedied, and, therefore, there is nothing to be complained of. But I think that the Honourable Member for Oldham would have shewn better taste than he has ever done in this House, if he had abstained from bringing forward this petition, and had washed his hands of it entirely, instead of making it his business to bring forward general charges, than which none can be more unjustifiable or unfounded, against gallant officers. I say nothing can be more unwarrantable than to attribute the loss of Captain Daer's ship to the fact of his having been made at the age of seventeen or eighteen years; and it is right that the public should know what is the real state of the case. I shall, therefore, with the permission of the House, and as a personal friend of the gallant and honourable officer whose character is impugned, read an extract from Mr. James's excellent work. He states—

When it is known that the *Guerrière* had nearly expended, not only her water and provisions, but her boatswain's and carpenter's stores, that her gunner's stores were also deficient; that what remained of her powder, from damp and long keeping, was greatly reduced in strength; that her bowsprit was badly sprung; her mainmast in a tottering state, from having been struck by lightning; and her hull, from age and length of service, scarcely seaworthy; no one will deny that this rencontre with a squadron, the commodore of which had orders to supply her with three months' provisions, and take her under his command, was rather unfortunate: in fact, such was the state of general decay in which the *Guerrière* at this time was, that, had the frigate gone into Portsmouth or Plymouth, she would, in all probability, never have sailed out of it again.

Again, it appears that the crew of the *Guerrière* was 241, while that of the *Constitution* amounted to 460 men: the *Guerrière* carried 18-pounders, and the *Constitution* 24-pounders, on the main decks.

Sir Hussey Vivian.—I feel it, Sir, incumbent upon me, as a member of the sister service, to say a few words. It is with the utmost sorrow and surprise that I find the Honourable Member, who sets himself up as a pattern of everything which is pure and correct, condescending to present a petition of this kind; and I as-set, that a more disgusting electing petition never was presented to this House. I will undertake to say that, looking to the purport of this petition, there is no set of English gentlemen—and I will allow the Honourable Member to make his own election, and

I will, even, give him leave to add all those who have attached their signatures to the petition—who would not kick it out of the House. I am sure that of any 658 gentlemen, ten, besides the Honourable Member for Oldham, would not be found to oppose its rejection—certainly, not a majority of any assembly of gentlemen. There never was such a libel against the service which the Honourable Member affects to respect—a service of which no man has spoken in higher terms than the Honourable Member himself in his various publications. It is a libel not only upon the living, but also upon the dead. It is a libel upon Sir James Yeo, a most gallant and admirable officer, and who, by-the-by, was made a lieutenant after the proper age; and it is a libel also against my Gallant Friend to whom the petition relates. I say that such libels upon officers engaged in the service of which the Honourable Member has spoken in terms of commendation, ought to be kicked out of the House. Now, Sir, I have had the curiosity to refer to the Honourable Gentleman's works of the time at which these transactions to which the petition refers took place. I cannot see what the Honourable Member said about the case of Captain Dacres; but he now says that the defeats which we sustained in that war were owing to these malpractices. It is odd that he has made this discovery at this late period; and I will refer the House to one of the Honourable Gentleman's own productions, in which he maintains the superiority of the American seamen over our own; and after passing an eulogy upon them, in support of his assertion, he says—"they are more hardy, more sober, less subject to bodily disorders, and they are educated. Such are the materials of which an American crew is composed." I do not say that this statement may not be true in respect to the American sailors generally; but it is well known that we were always opposed to superior force, and that the defeats experienced, at the time adverted to by our navy, were entirely to be attributed to this circumstance. I, therefore, for one, not only shall concur in voting for the rejection of the petition, but I should like to add to the amendment "that it is frivolous and vexatious."

Mr. Cobbett.—After these very cross and severe animadversions from officers and others connected with the two services, who have been so seriously shocked, I suppose I may be allowed to say something. Notwithstanding the numerous remarks which have been made, it is clear that nobody denies the existence of malpractices; and the allegation of this petition is acknowledged to be technically correct. Why, Sir, the Right Honourable Gentleman himself has brought forward instances of distinguished officers of the navy, who, by these very malpractices, were promoted; that is, they were promoted by means of a violation of the law—

Several Honourable Members.—No! No!

Mr. Cobbett.—Well, then, in consequence, at any rate, of the neglect of the Lords of the Admiralty! But what have we to do with the character of the individuals who are the parties to this petition? What! will we say it is an excuse for a man, or will ye allow him to urge it as his defence,—that because his accuser is a bad man, who, under similar circumstances, would have been guilty of the like conduct,—the accused is, therefore, the less culpable? If the present Lord Chancellor, (a most impossible thing to occur, of course) were convicted of bribery, might he not, upon this principle say, "Oh! but Lord Bacon did the same thing! and would you thus blast the character of that great and profound philosopher?" Why, Sir, such a defence in the present age would be ridiculed and laughed at. Now, I said, in the beginning of this debate, that I did not vouch for any fact stated in the petition; I told the Honourable Baronet, and I told the First Lord of the Admiralty so; but I certainly said that I perfectly believed all the facts therein alleged to be true. I do not believe that the facts are properly designated; I do not say that it is right to apply epithets to the Honourable Baronet. But is every man to be answerable for the wording of the petitions he may have to present? I say, no! for if you insist upon this rule, you will soon do away with, and put an end to the right of petitioning altogether. Honourable Members may dissent from me, but I say that this will be the case. Since Parliament met, we have been told by one Honourable Member of the Petitioners' Committee, that a petitioner has no right to have his petition read; that he has no right to have it printed. If no Honourable Gentleman is to present a petition, for the wording of which he will not hold himself responsible, I say again there will be an effectual stop put to petitioning altogether. Now it is certain that there have been in our navy very flagrant breaches of the rules laid down by the Admiralty, and Orders in Council, which, I say, ought to be held as sacred as the statute laws of the country. The Orders in Council are sanctioned by law, and the Orders in Council have been violated in every case to which the petitioners refer; and I hold that the question is not who are the petitioners in this case, but the real question is, whether

the allegations be true or false? But it appears that there has subsequently occurred a great mitigation of the abuses complained of; and therefore great apologies are now made for these abuses, on the plea of the necessity of having in war-time a sufficient number of officers for the service, and the difficulty of obtaining, at such periods, lieutenants for the navy: and the Honourable and Gallant Admiral too, has just said that there was a great dearth or scarcity of officers at the period to which this petition refers. It is not to the petition, but to returns laid before this House, that I will refer, to shew what has been the "scarcity" of officers to which the Gallant Admiral has alluded. "Oh! but," says the Honourable Baronet, "you go so far back." Surely, this Return does not go too far back? The Return, which was made in 1825, purports to be a Return of the Midshipmen and Mates (the persons from among whom lieutenants are made) who had passed their examinations, and had not been promoted to the rank of lieutenant, in each year, from 1804. This Return then, of course, goes back to 1806, the period at which the Honourable Baronet the Member for Sandwich was made a lieutenant. What had the country then to pay? Why it had to pay for 2608 lieutenants, 1488 of whom only were in service; leaving, therefore, 1120 more than the service required, but whom, nevertheless, the country had to pay; so that we paid nearly double the number employed. But in the same year that this return was made, there were forty-one midshipmen and mates who passed their examination, all of whom were of the proper age—who had produced the required certificates—and who all stood ready to be promoted. Of this number fifteen did obtain commissions as lieutenants, and twenty-six were left duly qualified to be made, but the Honourable Baronet had the great luck to be made over their heads;—and he was made, as the Right Honourable Baronet admits, in defiance of the laws of the Admiralty, and of Orders in Council. Now, I have a question which I should like to put to the Right Honourable Baronet, and to which, I presume, he can have no objection to give me an answer. I, on a former occasion, gave him a list of names, among which were those of two Lords of the Admiralty, and of the Secretary to that Board; and I asked him whether he had any objection to such a Return being laid upon the table? The Right Honourable Gentleman said, he saw what my motive was, and added, that at that time the frauds were notorious; and as those things were not practised now, it would be for me to consider whether it would be fit that he should move for that which would shew up those officers in the way that such a proceeding would do. I said nothing at the time, and indeed, I had determined merely to present this petition, and there let it rest; but I cannot do so now. The Right Honourable Baronet added, that at that time there was a man at Somerset-house, whose occupation it was to forge, to fabricate, and—

Mr. James Graham.—Not to forge,—I did not say to forge.

Mr. Cobbett.—Well! perhaps the word "forge" was not used; but certainly to make up and to fabricate certificates, for the purpose of getting naval officers and men promoted, &c., was the crime described. But does the Right Honourable Baronet not know that that very man was tried for that conduct, was found guilty, put into the prison, whipped, and punished severely for it? Was not also every pensioner who had got into Greenwich Hospital through his instrumentality turned out of that hospital? Does he not know also, that every man who received a pension through his means, had that pension withdrawn? But can the Honourable Member say that one officer who has been promoted through that man's interference, by fabricated certificates, and workings, has been broken, or brought back to the rank he held before? Not one; and this it is, which animates me on the present occasion. It is the difference of conduct that is shown to poor unaided men, compared with that which is shown to officers, that I cannot overlook. Many a man and many a woman has been punished severely for forging certificates of birth, &c. The man to whom I allude was punished in the way I have stated; but the officers who have risen by these malpractices have been suffered to benefit by them—thereby rendering justice a mockery. What! shall the law deal thus with the rich—and shall it not pursue the same course with the poor? However, Sir, my objection to the motion which has been made is, that the petition be rejected, it will be rejected, not because the allegations are false. If you do this, you will hurl defiance in the face of the people—say, it will be saying to them—but I had, perhaps, better not state what it would be saying to them. I shall vote against the motion; for, though I think the petition may be objectionable as to the language which it adopts, in reference to the persons to whom it applies, there is no language in it which is disrespectful to this House. If the House lays it down as a law, that Honourable Members shall be held responsible for the contents of every petition which they present, it will go, eventually, to the

extinction of the privilege of petitioning altogether. I beg again to express my decided objection to the rejection of the petition.

Mr. Harvey.—It not unfrequently happens, that from the presentation of a petition like the present, very important results ensue; and it is in this view of the matter, that I am not disposed very strongly to oppose the reception of this petition. I am quite satisfied that the Honourable and Gallant Officer, to whom it refers, cannot help feeling the weight of the obligation which has been conferred upon him by the Honourable Member for Oldham. I say this, because it not seldom occurs, that an individual may be open to some secret imputation, which he, the accused, may be particularly solicitous to have investigated; and the effect of such inquiry often results, as in the present case, in the triumphant vindication of the accused party. And in this respect it is, that I cannot withhold from the Gallant Officer my sincere congratulations upon the opportunity which has been afforded him so satisfactorily to explain the transactions which have been made matter of charge against him. Because, had I, as a Member of this House, been asked, out of it, whether I knew a Gallant Officer, who was also a Member, (that Gallant Officer's name being mentioned,) and I had been further asked, "Are you aware of the heinous offence which he committed some years since,—are you aware that he has been guilty of felony,—of forgery?" I say, if I,—or, indeed, any other man—had been asked these questions, it would be utterly impossible for me, or for any other individual to whom these remarks were addressed, not to feel a prejudice against the party so accused, though that party might be anxious for a full inquiry into such charges. In this respect, I say, again, I do sincerely congratulate the Gallant Officer upon the occasion which has been afforded him to explain these particular transactions, which were assuredly open to much misrepresentation.

After that explanation, I must say it would be most unjust to cherish any other impressions on our minds, but those which the House, I know, in common with myself, entertain upon the case. At the same time, I must protest against what appears to me to be an ungenerous attempt to run down the efforts to abolish all public or official abuses, which are from time to time put forth by some Honourable Members, even though they may not exercise the same sound discretion which has been so vehemently enforced upon us this day. Those Honourable Members, perhaps, observe this rule as strictly as any other Gentlemen, on other occasions; yet they may, nevertheless, feel it to be their duty to bring forward such questions as that which has been introduced by the Honourable Member for Oldham. And it should be borne in mind, that such Members of this House as are supposed, like the Honourable Member for Oldham, to represent particularly, but, I hope, not exclusively, those classes whose employment is of a subordinate description, should have some allowance made for being called upon to present petitions from such parties, as those who, in the present instance, have been so severely reprobated. The discussion will also have the effect of showing, that, although such practices as those alluded to formerly existed to a considerable extent, yet that the Admiralty is found to have discontinued the practice for many years, and that it is now wholly discontinued. Whilst I differ from the opinion, that no attention should be paid to the statements of those whose characters do not stand clear of taint, I cannot subscribe to the doctrine, that the evidence of any man should be received without some degree of suspicion, who has himself been guilty of that which he charges against another, and yet comes forward as a specimen of individual purity in his own character. And, without mixing up the Honourable and Gallant Member in the assumption, which I intend to be only general in its application, if it happens that any individual have, at an early period of his lifetime, committed himself in such a manner as has been described, I think it is too much to say, that no reference shall be made to the subsequent conduct of that individual, to his feats of bravery, and noble bearing against the enemies of his country; and especially when that individual has received the stamp of public approbation by being returned as the representative of a free constituency.

Captain Elliot.—I am sorry to trespass on the indulgence of the House; but I feel that I have a duty to perform, not only to myself and to the House but also to my brother officers. The petition refers to some "abuses," as they are called, in the practice of the navy, and as regards promotion, arising out of infractions of certain Orders of Council, and the regulations of the Admiralty. But it is allowed that these infractions were made with good reason; because at the period referred to, no other means could be devised for securing a proper supply of officers for the navy. I have looked attentively into this subject, since it was last brought before the House, and I find that in the six years previous to 1800 there were 1400 midshipmen promoted to the

rank of lieutenants. So great was the drain upon this rank of officers, that at the end of six years it resulted that but 270 were added to the number of such officers,—and I further find that, during the first four of those six years, 900 were appointed, out of which number, there were only nine individuals connected with the aristocracy; and of these persons, six are still alive. The remaining three individuals died in the service; and I am happy to say that they all wore those badges of distinction which proclaimed them to be ornaments to the profession. So far from the system operating, as the Honourable Member for Oldham has described, to the exclusive benefit of the higher classes, our seamen have occasionally been taken from before the mast, and made lieutenants. I knew that to be the case in a ship which I had the honour to serve in, whilst I was in the Mediterranean; five out of nine of her officers had been taken from before the mast. Three out of the persons so promoted did very badly, and were useless in their new situations; because they had not sufficient power or control over themselves to keep within bounds; and I very well remember that the officer with whom I served said, always, "Give me boys midshipmen, rather than drive me to the necessity of supplying officers from among men who have been before the mast, however well they may behave in that station." The Honourable Member for Oldham, however, in trying to rake up the ashes of the dead, has spoken of the regulations which existed prior to the year 1806, and he has talked much about the great misfortunes which are likely to result to the service from early promotions. Sir, I defy the Honourable Member for Oldham to adduce any one act of tyranny—any one instance of a ship having been lost—or any other misfortune or casualty to the service—which has arisen in consequence of a commander having been promoted at too early an age! I say that the Honourable Gentleman is not justified in making these unfounded statements. As to his cruel and uncalled-for reference to my gallant friend, Captain Dacres, I will only say that he had served six years as a post-captain before he was unfortunately taken by the American frigate, *Constitution*; and he, certainly, could not have been a better officer if he had remained all those years in the cockpit. In the year 1806, an Order in Council was issued; and it provided that, if any person should produce any false certificate of age or time of service, he should be rendered incapable of receiving any commission; and that if, at any future period, it should be discovered that his promotion had taken place through the medium of false certificates, he should be dismissed from the navy, whatever his rank might be at the time of such discovery being made. Therefore I do not see any reason for raking up the ashes of the dead in the manner adopted by the Honourable Gentleman; because prior to the year 1806 no penalty attached to the infraction of the regulation, and I am happy to say that I myself am one of those who passed examination at a time when I was below the age required by that regulation.

I shall not trouble the House further; but I think that, as a Member of Parliament, and as an officer in his Majesty's navy, I have a fair right to complain of the course which has been pursued by the Honourable Member for Oldham, who has gone out of his way to make charges against distinguished men, that are utterly unfounded. The case of Captain Dacres has nothing whatever to do with the matter. I say I have reason to complain, the more particularly as this is not the first time the Honourable Member has impugned Honourable Members of conduct which must have stained their character, if the charges had been true, and this, too, on occasions when no one was here to answer him.

Mr. Cobbett, and several Honourable Members.—Name! Name!

Captain Elliot.—When the civil retirements were before the House, the Honourable Member for Oldham said that he knew an instance of an officer, high in rank in one of the dock-yards, who had been turned out of his office, in the vigour of life, in order to make way for the brother of a Cabinet Minister. Now, a more unfounded statement never was made to this House. I made notes of the allegation at the moment, and perhaps the House would suppose that the Honourable Gentleman alluded to something which had taken place recently. I called upon him, therefore, to name the time at which this had occurred; and I found that he had had to go twenty-seven years back for his instance. It is really important that the House should know what the facts were. In the month of May, 1804, Sir George Grey—not a brother of a Cabinet Minister—was appointed a Commissioner of a dock-yard, and in July, 1806, Sir Charles Saxton, who was then Commissioner at Portsmouth, applied to the Admiralty to be allowed to retire upon a superannuation, on account of incompetency from age and infirmities, he having served his Majesty sixty-one years, and being at the time seventy-five years of age. Now, this is the man who, according to the very candid statement of the Honourable Member for Oldham, was in the

full vigour of life! I trust that when the Honourable Gentleman arrives at such an age, he will live longer to enjoy his vigour of life than the Honourable Baronet did; for he died of extreme age within twelve months after leaving the dock-yard. Now, this gentleman went out of office at his own special request; and no influence or interest was used to place Sir George Grey in his situation, beyond that which his own character created. Sir George Grey had been, for two years prior to this, a Commissioner, and was removed from Sheerness to Portsmouth, receiving nearly the same salary, but with double the expenses to meet, attaching to the situation, which were necessary at Sheerness. The successor to Sir Charles Saxton was a man who possessed no family influence, and no interest, excepting that to which, by his merits as an officer, he was entitled:—I mean Captain Lobb. Now, Sir, we find the Honourable Member for Oldham going out of his way to throw a slur upon the character of two highly respectable individuals, merely for the sake of making an attack upon a nobleman who is, at present, at the head of the Government, and is far above the reach of the censure of the Honourable Gentleman. I hope that the House will assist me in putting down such a practice, as permitting the freedom of debate to extend to unfounded attacks upon the characters of any individuals.

Sir Robert Inglis.—In this instance I will not so much refer to the particular question of the subject of this petition as I am disposed to do, however, with reference to the remarks of the Honourable Gentleman on the right of presenting petitions. Now, Sir, the Honourable Member for Oldham appears to think that any petition which is intrusted to him, or any other Honourable Gentleman, ought, as a matter of course, to be laid upon the Table. I contend, on the other hand, that any petition which addresses the House in the language of courtesy ought to be as courteously received by us. If a petition be couched in other terms than those of respect, I think that any Honourable Gentleman, to whom such petition is given, would exercise a very right discretion in not presenting it; and if the Honourable Member for Oldham should tell me that the words adopted in the petition are not such as, if applied to himself, he would not have felt most keenly, I say I rather pity than envy him. Here the Honourable Member has come forward and made a charge, if not of felony, at least of fraud, against a distinguished Member of a most glorious service, although he admits that he knows nothing of the facts of the case. The Honourable Member has asked what will become of the right of petition if the present petition be rejected? The right of petition, certainly, has not been much interfered with, this Session at least; for more petitions have been presented this Session than at any previous one. Nearly 10,000 have been presented; and, as for their language, at no former period was greater license ever allowed. The House has, however, exercised a sound discretion in deputing to a Committee the examination of those petitions, so that nothing shall be published containing matter offensive to any party. As to the attack on Captain Daeres, I will just read the position in which that Gallant Officer's vessel was placed:—"At daylight, and on the day succeeding the action, the American prizemaster hailed the *Constitution*, to say that the *Guerrière* had four feet of water in the hold, and was in a sinking condition." I have quoted this passage from Mr. James's work, because I wished to have the privilege of supporting the motion for the rejection of this petition.

Lieut.-Colonel Evans.—I would suggest to the Honourable Member for Oldham to withdraw the petition.

Several Honourable Members.—No! No!

Lieut.-Colonel Evans.—That is my impression. The Right Honourable Baronet, the First Lord of the Admiralty, has evinced considerable soreness at complaints made regarding the conduct of officers.

Sir James Graham.—Without notice.

Lieut.-Colonel Evans.—I do not think the service has any ground to complain of such a proceeding; for it is well known that, generally, both the party and the public service are rather gainers than losers by it. The present is a strong instance in illustration of that fact. This case must be considered, both with reference to the person charged, and to the service at large. With respect to the Gallant Officer, having had the honour of serving with him during the war, I take this opportunity of offering my humble testimony to his high honour and the bravery of his conduct; and I cannot also but recollect the claim he has upon his country for the distinguished services and merits of his father. But I have been requested by some of my constituents to direct the attention of the House to this petition. I think this sort of petition, generally speaking, is more likely to be useful than otherwise; because it is calculated to call public attention to the system of undue promotions

in the service; but, at the same time, I do not approve of instances being selected occurring so far back as thirty or forty years; cases of more recent occurrence ought rather to be chosen. The Honourable Secretary to the Admiralty has alluded to the expediency of promoting boys, particularly in time of war. Boys, I know, have been promoted, who subsequently became heroes,—no complaint, therefore, can be made of such promotions; but, of this I am quite sure, that promotions have been made in the army—I cannot speak positively with regard to the navy—of the most culpable description. Young men who have known no service have been exalted above the heads of many of my brother officers, who have spent their best days in the active service of their country, and who then have been left to pine in a state of obscurity and want. This is a system which cannot be too soon put an end to. Without further trespassing upon the time of the House, I would earnestly recommend the Honourable Member for Oldham to withdraw the petition.

Captain Elliot.—I beg to explain. I had no intention whatever to give it as my opinion that boys ought to be promoted either in the navy or the army. All I said was, that Sir Thomas Foley, in his day, said that, if he were in want of officers, he would rather have young midshipmen, under twenty years of age, than take seamen from before the mast.

Lieut.-Colonel Evans.—I beg to direct the attention of the Honourable and Gallant Officer to a higher authority,—I mean Lord Bolingbroke, who is well known to have expressed a decided opinion upon this subject.

Lieut.-Colonel Fox.—I am rejoiced at the result of this discussion, and wish my Honourable and Gallant Friend joy; but cannot agree with the Gallant Colonel who spoke last: for it would be hard for honest men to be always employed in refuting calumnies. The debate, however, seems to show the folly of making regulations in themselves absurd, and which cannot be obeyed without great injury. I must take this opportunity of making an observation regarding another branch of the public service, and I hope in what I say I shall not be misunderstood, and that no motives will be attributed to me, but those which naturally spring from a concern to promote the good of the country and the welfare of the service to which I belong. Whilst a veil was thrown, by the Orders in Council in 1806, over the—I will not say errors, but the bad custom of the service in the navy,—I wish one to be thrown retrospectively upon those which relate to the humbler privates of the army. Some years ago, great abuses were found to exist in the regimental books, especially in recording the ages of soldiers, which were habitually entered erroneously, and wilfully so. They were actually entered as far older than they really were. The object was to enable the man to receive his pension sooner than he ought to do, the age from which the right of receiving pensions being eighteen; and as boys of fourteen and fifteen frequently enlisted, they (often from connexion or friendship with the Orderly-room clerks) got their ages entered as eighteen. This abuse existed to an enormous and shameful extent, to the manifest loss of the public; and it was only to the vigilant diligence of the Right Honourable Gentleman, the Secretary at War, who has left traces of his talents and merits in every successive office that he has filled, that measures were first taken to check and root out this disgraceful practice,—one which, though the individuals concerned are severely to be censured, still does not entirely acquit those higher in rank, who ought to have superintended with greater care.

Mr. Methuen.—I rise to Order. The matter upon which the Honourable and Gallant Officer is addressing the House, does not seem to me very relevant to the matter before it.

Lieut.-Colonel Fox.—I must fairly admit that I think the Honourable Gentleman's objection is, perhaps, well founded. What I was saying may not be exactly relevant; but as I deem the opportunity so advantageous for introducing the subject on which I was addressing the House, I will hope for its indulgence for two minutes. I was about to say, that the consequence of the examination that took place, was the discovery of innumerable cases in almost all his Majesty's regiments; and orders were forthwith issued to reduce to the ranks all those who were guilty who might have become non-commissioned officers, and to try all those who had become officers by a court-martial. This came hard upon many; and in a regiment I had then the honour of commanding in America, I was obliged to reduce three or four of my best sergeants—men who, with this single exception, bore unimpeachable characters. Sir, in that rank of life the feelings of honour are not, unfortunately, so strong as they ought to be, and as they are in the higher ranks; though I will not here (nor is it my wish to do so) refer to the subject of giving

more than regulations for commissions. The temptations were great—the persons who committed these errors were very young—and the thing once done there was no retracting it; no confession could be unaccompanied with total disgrace. I will instance a case now pending, and one, I think, the House will allow of great hardship. A young man, seventeen years of age, enlisted in a regiment, and his comrade, being in the Orderly-house, altered his age from, I believe, I believe, fourteen to twenty-one. In the course of time this individual became, through good character and attention to his duties, corporal, sergeant, sergeant-major, and, finally, rose, seven years ago, to be adjutant of his regiment. The alteration in the books has been discovered, and he is now under arrest, and about to be tried by court-martial; and if he should be found guilty, his whole prospects in life will be blasted, and far worse will be his fate from having been an officer than had he remained a sergeant. Sir, I only rose to express my hope that a forgiveness of the past will be extended to those who, though certainly not to be justified, have in many cases deserved a pardon by long, faithful, and zealous services.

Mr. Roebuck.—I wish to say one word with reference to the principle laid down by the Right Honourable Baronet, respecting the presentation of petitions. I am in the habit of presenting petitions obnoxious to many persons; but I do so as a matter of duty. I wish to know whether by throwing out this petition, we thereby cast a slur on the person presenting it? I want to know in what way a person is to exercise his discretion, as to whether he shall present a petition intrusted to him or not? I consider myself as acting in no other manner, when presenting petitions, than in an official capacity. I have laid down a rule for myself to present petitions of this kind, in order that I may bring the complaining parties before the House; and I think it exceedingly hard that the House should turn round upon me, and say that I am answerable for the allegations contained in those petitions. I am not answerable. If, indeed, I had justified the complaint, I might then be considered as becoming a party to it; but, if I do not justify the complaint, I hold myself entirely irresponsible for the matter of the petitions. With respect to the present petition, I am of opinion not a shadow of blame can be thrown on the Gallant Officer. And what injury has been done to that Gallant Officer by the Honourable Member for Oldham, in presenting this petition? I confidently ask that question? Agreeing with the Right Honourable Baronet, that nothing can be more improper than the conduct of the party making this charge, I, at the same time, must vote for the reception of this petition, though I hope I shall not be thought, in that case, to be giving countenance to the allegations it contains.

Sir Matthew White Ridley.—I must trespass upon the attention of the House for a few minutes: this is too important a question to be decided hastily. When the Honourable Member for Bath has been a little longer a Member of this House, I think he will discover that it is upon his own responsibility that he presents a petition; and that he is answerable for the contents of it, particularly when that petition contains most base, false, and calumnious assertions respecting the character of an individual—whether a Member or not a Member of this House. Not only is the Member who presents such a petition responsible to the House, but he is also responsible to the country for having invaded its privileges. The House of Commons, as the representatives of the people, are bound to receive their petitions, and to inquire into their grievances; but they are not to be made the vehicle of private slander and false insinuations, condensed into a petition, against any individual. I am rather surprised, I own, at the observations of the Honourable and Gallant Member for Westminster; and that he should recommend the Honourable Member for Oldham to withdraw this petition, though I am confident he cannot, for a moment, lend himself to the views of these petitioners. His high sense of honour, his own brave and gallant bearing in his profession, which all the world must know,—his fearless and undaunted character, render him above all suspicion upon any subject of that kind: but I am sure he must feel a sympathy for the character of any other honourable officer, who is made the subject of such animadversions as are contained in this petition. I hope the House will mark the expression of their indignation in this case. I should have no hesitation, if the forms of Parliament would permit me, in throwing the petition upon the ground, and trampling it under foot, as being, without exception, the most base, the most insidious, and the most slanderous accusation that I ever heard brought against the character of any individual since I have had a seat in this House. Oh! if I were to produce a certain little work, and read from it a few extracts on the sub-

ject of the Ten Cardinal Virtues :—but no, I would not do it ; and glad should I be if the Honourable Member for Oldham would display the same cautious forbearance in attacking the characters of other individuals as Honourable Members evince about attacking his. But, if I were to produce that pamphlet, and read some passages of it, I do not think it would raise him in the estimation of this House, of which he is now a Member. I wish that, with the talents and ability he possesses—(and I readily acknowledge them to be great)—he would suffer them to be directed to objects of public usefulness ; and, as a public man, I would recommend to him a little more attention to public consistency, before he ventures to bring forward accusations against individuals who stand far above him in all the relations, as in the distinctions, of life.

Lieut.-Col. Evans.—I beg to be permitted to mention the case of a private soldier, which came to my knowledge the other day. It appears that he had served sufficiently long to be entitled to a pension of 9*d.* per day ; but in consequence of its having been discovered that he had produced a false certificate, by which he obtained an additional 2*d.* per day, he has been deprived, not only of that additional sum, but of his pension of 9*d.* a-day, to which his services fully entitled him.

Lord John Russell.—The case to which the Honourable and Gallant Officer just now referred has undergone investigation ; and, in addition to the false certificate, of service, there was another circumstance which weighed with the proper authorities in their decision upon this case—which was, that this man, on being questioned with regard to his serving in the battle of Waterloo, produced what appeared to be a Waterloo medal. This medal was sent to the Mint to ascertain whether or not it was a real Waterloo medal. They returned for answer, that it was ; but that the engraved name round the edge had been effaced, and another name cut by some sharp instrument : so that there was actually a forgery of the Waterloo medal. As these medals are marks of honourable distinction, we considered this a case of that grave character which could not be overlooked ; and that it was impossible for us to refuse striking the man's name altogether off the books.

Mr. Ruthven.—I am sorry the Honourable Member for Oldham should have presented this petition ; because whenever the House feels it necessary, as in the present case I think it must do, to reject a petition, it militates materially against the right of the people to petition this House ; but I cannot consent to the reception of a petition containing language which it is unbecoming to apply to any man. Such, indeed, is the language in which this petition is couched, that it actually imputes to a Gallant Officer, a Member of this House, the crime of felony. It is unnecessary for me to say, that I do not for a moment believe the charge ; I am sorry, however, to perceive a disposition on the part of many Honourable Members to cast a slur upon the persons who present petitions of complaint, which the House is not inclined to entertain. I think as a general rule, if Honourable Members be satisfied that the language of the petition is proper, they ought not to be held responsible for its contents.

Admiral Fleming.—The Honourable Member for Oldham has stated, that at a particular period of time during the war, there were about 3000 lieutenants on the list ; but after deducting the number employed at the signal towers, and the number of the sick and wounded, it will not be found that there were too many officers in the service. The Honourable Member also referred to the list of midshipmen and mates who were waiting for promotion, and he especially dwelt upon the fact of their great number ; but he omitted to state that no qualification was, at that time, required, as to the age of the person to be promoted, it being the practice of the service, after an individual had passed his examination, to promote him without reference to age. This practice was, in many cases, absolutely necessary, otherwise our fleets on foreign stations would have been without officers. It was on the East India station that the Honourable and Gallant Member for Sandwich was promoted. At that time there was a great want of officers. In time of peace, indeed, such regulations as have been spoken of may be very proper to be attended to, but they cannot be acted upon in time of war.

The petition was then rejected without a division.

ANNALS OF THE BRITISH NAVY, 1807.*

April. The navy, under the command of Rear-Admiral Sir T. Louis, and the army, under that of Major-General M'Kenzie Fraser, co-operated in some movements in this month, for the purpose of dislodging the French from Rosetta. A detachment of the army, under the command of Brig-General Stuart, marched on the 3d from the eastern heights of Alexandria to the wells of Aboukir. The caravansera post had been retained with much spirit by a detachment of marines, after the army under Lieut.-Colonel Bruce had retreated upon a former occasion, and was very efficient in present operations. The greatest part of the 4th was employed in passing the infantry and camels to the caravansera, in landing guns and ammunition, and in substituting the latter and intrenching tools for camp equipage. A body of 200 seamen, under Lieut. Robinson, were added to the army. Capt. Hallowell volunteered his services on this occasion, and his active co-operation was useful to every department.—4. Captain F. L. Maitland, of the *Emerald*, 36, after a hard chase of 10 hours, captured the *Austerlitz*, of Nantes, (French privateer brig,) mounting 14 nine-pounders, with a complement of 96 men.—5. The *Cuce*, 32, H. Pigott (Leeward Island station,) captured (the French privateer brig) *L'Austerlitz*, of 18 six-pounders and 125 men.—16. Additional heraldic honours to Admiral Lord Collingwood.—19. Galleard, (Spanish privateer,) 4 guns, and 36 men, taken by the *Richmond* gun-brig, 14, Lieut. S. S. Hemmings, Spanish coast.—20. Pike, (schooner,) Lieut. John Ottley, (4, B. 1804) taken off Altavella, on passage from Jamaica to Curacao, by *Le Marat* (French privateer). *Fou Fou*, (French privateer,) 1 gun, and 43 men, taken by the *Pitt*, (schooner,) Lieut. M. Felton. (Jamaica station.)

May 3. *L'Oiseau* (French schooner,) letter of marque, 4 guns, taken by the *Sybilie*, 38, R. Winthrop, at sea.—8. Captain G. Miller, of the *Pallas*, 32, about 20 leagues from Cape Ortgal, captured *L'Aleret*, (French privateer,) of 11 guns, and 65 men.—15. *Josephine*, French schooner privateer, 4 guns, 45 men, taken by the *Amethyst*, 36, M. Seymour, (home station).—21. The boats of the *Scout*, (sloop,) 18, and *Morgiana*, (Mediterranean station,) under the direction of Lieuts. Sutherland and Battersly, came up with near Cape Trafalgar, and carried under a heavy fire, the *San Francisco Settar*, alias *La Determinado*, Spanish privateer, of 3 guns, and swivels, and 29 men. The boats had 1 killed, and 1 wounded.—26. *Dauntless*, (sloop,) C. Strachey, 18, (B. 1801) taken by the French at the surrender of Dantzic.—29. *Jackall*, (gun brig,) Lieut. C. Stewart, (18, B. 1801) driven on shore and destroyed near Calais, in the night; crew saved, but captured. *Cassandra*, (cutter) Lieut. George Le Blanc, (10, B. 1805) upset in a squall off Bourdeaux: 11 of the crew perished. Explosion, (bomb,) F. Elliott, (12, P. 1797,) lost on Sandy Island, near Heligoland, by the ignorance of the pilot; crew saved.

June 5. The boats of the *Pomone*, 40, R. Barrie, cut out from Les Sables D'Olonne, 14 sail of merchant vessels laden with provisions and naval stores.—6. *Mercede*, (Spanish privateer,) 2 guns, 2 swivels, and 30 men, taken by the *Port d'Espagne*, (sloop, 16, Lieut. Stewart, (Leeward Island station).—9. *Rowboat*, (Spanish,) 10 men, taken by the *Orlan*, (schooner,) 12, Lieut. Evelyn, (Leeward Islands).—13. *De Bon Vassallo*, (Spanish privateer) 3 guns, 12 men, taken by the *Scout*, 18, W. Raitt; and *Redwings*, (sloop,) 18, F. Usher, (Mediterranean station).—17. *La Bueno Union*, (French privateer,) 1 gun, 30 men, taken by the *Adamant*, 50, J. Stiles, (Jamaica station).—23. *Victoria*, (Spanish privateer,) 2 guns, 25 men, taken by the *Dextrous*, (gun brig,) 14, Lieut. R. Tomlinson, (Mediterranean station).

July. The Royal Naval Asylum at Greenwich opened.—8. *Babelion* (Spanish privateer), 2 guns, 45 men, taken by the *Morne Fortune*, brig, 12, J. T. Roue (Jamaica station).—10. The *Jaseur*, 12 (French), taken 8 leagues south-east of the Little Andaman, by the *Bombay*, 58, W. J. Lye.—27. The boats of the squadron, under the command of Captain C. Dukes, of the *Hazard*, 18, sloop, gave chase to and succeeded in capturing, in the *Penus Breton*, nine chasse-mares, two of them bearing pendants, and armed with 2 four-pounders and 4 swivels; the tenth was scuttled by the enemy, and six were driven on shore.—28. *L'Esperance* (French privateer), 18 men, taken by the *Hunter*, sloop, 18, H. S. Inglefield (Jamaica station).—In this month a proclamation was

* Continued from No. 51, p. 270.

† The army advanced by the route of Fdko towards Rosetta on the 5th. Capt. Nicholls, of the marines, was left in command at the caravansera, with 16 rank and file. After a slight opposition on the 6th, at the village of Hamet, the important post of Aboumandour was taken possession of, and the enemy being driven in every direction into Rosetta from the sand-hills which encircle the town, its partial investment took place, as troops great extent, and the smallness of the army, it was not able to invest the whole. A summons was sent on the 8th to the authorities, with favourable terms, which not being acceded to, the army continued to batter the town; and the summons was repeated on the 12th, with the same bad success. After remaining before the town till the 24th without being able to make the desired impression, the Major-General returned to the position with the wreck of the army, on the eastern heights before Alexandria. The events which attended this service were of a peculiar nature, and singularly unfortunate. The expected junction of the Mamelukes had induced the General to persevere in his attack, which, after all, proved to be a deception of the informers, and did not take place. The loss in killed, wounded, prisoners, and missing, amounted to 916.

issued by the Americans, prohibiting British armed vessels from entering the United States, and all British ships were ordered to evacuate the ports of America, in consequence of the capture of the Chesapeake.

August 3. *El Verga del Rosario* (Spanish settie privateer), 2 guns, 20 men, taken by the *Bittern*, 18, E. A. Doun (Mediterranean station).—4. The *Launa*, cutter, 10, Lieut. R. Yettis (Leeward Island station), after a running fight of several hours, captured *Le Rhone*, French letter of marque, of 6 guns and 26 men, of whom 2 were killed and 5 wounded.—7. Three armed polaccas having been chased into the harbour of Begu, on the coast of Catalonia, by the *Hydra*, 38, Capt. G. Mundy, the captain ordered a party of fifty seamen and marines, under the command of the second lieutenant, Mr. Drury, to land and attack a battery which protected them; but notwithstanding a heavy fire from the *Hydra*, to cover the boats and to draw the particular attention of the battery, the detachments were soon exposed to a cross discharge of langridge from the shipping and battery, as well as musketry from the rocks. Thus opposed to more than three times their force for two hours, in a fort containing four 26-pounders, strongly defended by nature and art, they undauntedly advanced, drove the enemy from the battery, possessed themselves of the vessels, and deliberately laying out hawsers to the very rocks from which the enemy were galling them with a fire of musketry, and in the teeth of a fresh breeze, succeeded in warping them on. The judgment and bravery of Lieuts. Drury, Hayes, and Pengelly, the two latter belonging to the marines, were highly conspicuous. Only one seaman was killed, and six wounded. The vessels captured were the *Prince Eugene*, 16 guns, 130 men; *La Belle Caroline*, 10 guns, 40 men; *Il Carmen de Rosario*, 4 guns, 20 men.—15. The *Blonde*, 38, V. V. Ballard (Leeward Island station), captured the French privateer *La Dame Maret*, 5 guns, 69 men, and also *L'Hortense* (late *Eclair*), mounting 8 guns (the whole of which were thrown overboard in the chase), and 28 men.—16. An expedition* having been fitted out, under the command of Lieut.-General Lord Cathcart and Admiral Gambier, to support the demand of the British government for the temporary deposit of the Danish ships of war in British ports, arrived and effected a landing on this day between Elsinour and Copenhagen. The British fleet consisted of the *Prince of Wales*, 98, Admiral J. Gambier, Capt. Sir Home Popham, of the fleet, and Capt. A. McKenzie-Pompey, 74, Rear-Admiral Stanhope, Capt. J. R. Ducrey, *Centaure*, 74, Com. Sir S. Hood, Capt. W. H. Webley (Parry); *Mars*, 74, W. Lukin; *Brunswick*, 74, T. Graves; *Hercule*, 74, Hon. J. Colville; *Maida*, 74, S. H. Linzee; *Spencer*, 74, Hon. R. Stopford; *Superb*, 74, D. M'Leod; *Minotaur*, 74, Rear-Admiral W. Essington, Capt. J. C. Mansfield; *Valiant*, 74, J. Young; *Alfred*, 74, J. Blyth; *Captain*, 74, I. Wolley; *Defence*, 74, C. Ekins; *Ganges*, 74, Com. R. G. Keats, Capt. P. Halket; *Goliath*, 74, P. Paget; *Orion*, 74, A. C. Dickson; *Resolution*, 74, G. Bulton; *Vanguard*, 74, A. Frazer, *Agamemnon*, 64, J. Rose; *Dictator*, 64, D. Campbell; *Indefatigable*, 64, J. R. Watson; *Leyden*, 64, W. Cumberland; *Nassau*, 64, R. Campbell; *Ruby*, 64, J. Draper. Besides these, there were upwards of 40 frigates, sloops, bombs, and gun-brigs, making a total of about 65 vessels of war, exclusive of 377 transports, measuring 78,420 tons, and conveying about 27,000 troops. Com. Keats, with the *Ganges*, *Vanguard*, *Orion*, and *Nassau*, with three frigates and ten brigs, were stationed in the Great Belt, to prevent supplies being thrown into

* In consequence of the great preponderance of France, acquired by her arms on the Continent, and to prevent the Danish navy from falling into her power, an expedition was fitted out to support the demand of the British Government for the temporary deposit of the Danish ships of the line in one of the British ports. The land forces were commanded by Lieut.-General Lord Cathcart, and the fleet by Admiral Gambier. A landing was effected on August 16, 1807, between Elsinour and Copenhagen, without opposition. A proclamation was issued by the two commanders, the object of which was to obtain a peaceable compliance with the demands of government; but that not taking place, hostilities were commenced, and approaches made for the siege of Copenhagen. Actions took place between the British gun-brigs and the gun-boats of the Danes. Brigadier-General Decken surprised and took the post of Frederickswork, commanded by a major, aide-de-camp to the crown-prince, who capitulated with 850 men and officers, with a foundry and depot of cannon and powder, the king's household, with part of his wardrobe, plate, wine, and books, were suffered to come out of the city to follow his majesty, who with passports had withdrawn to Colding. On August 11, the *Comus*, E. Heywood, who had been sent in pursuit of a Danish frigate that had quitted Elsinour Road in the night of the 12th, fell in with the *Fredrickscoorn*, of 36 guns and 226 men, the *Comus* carrying only 22 guns, 10 cannonades, and 145 men. A smart action of about forty-five minutes preceded the capture, which ended by the two ships falling on board each other. The *Comus* had only one wounded; the *Dane* had 12 killed and 20 wounded, several mortally. After a bombardment of three nights, Copenhagen, its citadel, fleet, and arsenal, surrendered on September 7. The killed, wounded, and missing, of the British, amounted to 211; the squadron had 13 killed and 34 wounded. The bombardment had set the town on fire on the 2d, and it was waft in flames till the evening of the 5th, when a considerable part of it being consumed, threatening the speedy destruction of the whole, the general commanding the garrison, in order to prevent this calamity, agreed to a capitulation. Admiral Gambier's squadron took possession of sixty sail of Danish vessels, besides the ships of the line. On October 13, the re-embarkation of the British army began, and was completed by the 20th. In the space of six weeks, such was the activity, energy, and zeal of the navy and army, that the whole of the captured Danish fleet (except two unserviceable ships of the line and two frigates, which were destroyed) were fitted out for sea, and all the large ships laden with masts, spars, timber, and other stores, from the arsenal; from whence also ninety-two cargoes were shipped on board transports and other vessels, the sum of whose burthen exceeded 20,000 tons. A considerable number of masts and spars were put on board the *Leyden* and *Indefatigable*, and some valuable stores on board his Majesty's other ships. Of the three ships on the stocks two were taken to pieces, and the useful part of their timbers brought away; and the third being in a considerable state of forwardness, was sawed in various parts and suffered to fall over.

Zealand; and the Defence was detached with the *Comus* in pursuit of the *Frederickscoorn* into the Cattegat. (See Sept. 7.)—18. *El Reitrada* (Spanish privateer), 3 guns, 30 men, taken by the *Confiance* sloop, 16, J. L. Yeo, on the coast of Spain. The *Narcissus*, 36, C. Malcolm, after a ten hours' chase, in lat. 45 deg. 30 min N. and long. 10 deg. 20 min. W. captured the Spanish national schooner *Cantela** pierced for 12 guns, but only carrying 6, and 29 men. Capt. J. P. Stewart, of the *Port d'Espagne*, 16 (Leeward Island station), captured *La Maria*, Spanish schooner privateer, of 1 gun and 74 men; two days after, the boats of the *Balahou*, in conjunction with the armed prize, *Maria*, destroyed a privateer in the bay of St. Juan, and on Sept. 12, the boats of the *Port d'Espagne* captured *El Rosario*, Spanish schooner privateer, of 1 gun and 34 men, all of whom escaped on shore.—*La Musquito*, 8 (Fiench), taken by the *Luck*, 18, R. Nicholas, and *Ferret*, brig, 18, G. Lermock (Jamaica station).—29. *L'Incomparable* (French privateer), 2 guns, 27 men, taken by the *Plantagenet*, 74, Wm. Bradley (Home station).—31. A Dutch schooner, 8, was taken in the port of Samarang, in company with a large merchant brig, by the *Psyche*, 36, F. B. R. Pellew, and destroyed on the following day.

September 1. The *Scipio*, (Dutch corvette,) 24, taken off Java, together with two merchant vessels, by the *Psyche*, 36, F. B. R. Pellew.—2. An embargo laid on the ships and vessels belonging to the King of Denmark. Heligoland was taken by the British. The island of Kugen capitulated to General Brune, by which capitulation the Swedish army was to return home, and the Swedish navy abandon the island and Swedish Pomerania.—7. The following Danish ships surrendered at the attack on Copenhagen (see August 16,) by the British forces under the command of Admiral Gambier**, and Lieut.-General Lord Cathcart, except those marked †, which were afterwards found. Those marked ‡, being old, were destroyed. Three gun-boats were brought home safe—the rest were destroyed. *Christian VII.*, 96, *Neptunos*, 81; *Waldemaar*, 84, *Princess Sophia Frederick*, 74; *Justicia*, 74; *Heir Apparent Frederick*, 74; *Crown Prince Frederick*, 74, *Fyen*, 74; *Odin*, 74; *Three Crowns*, 74; *Skeold*, 74; *Crown Princess Maria*, 74; *Denmark*, 74; *Norway*, 74, *Princess Caroline*, 74; †*Deismarsken*, 64, *Syeren*, 74; †*Mars*, 64; *Pearlur*, 14; *Hartfen*, 44; *Frea*, 44; *Iris*, 44; *Bota*, 44; *Venus*, 44, *Nayarden*, 36; ‡*Nymphen*, 36; †*Triton*, 28, *Fredericksten*, 28; *Little Belt*, 24, †*Saint Thomas*, 24, *Fylha*, 24, *Elbe*, 20; *Eyderen*, 20, *Gluckstad*, 20; *Salpen*, 18; *Glomman*, 18, *Ned Elven*, 18, *Delphinus*, 18; *Flewen de Fisk*, 18; †*Alert*, 18, *Mercury*, 18; *Courier*, 18; †*Ornen*, 10; †*Bredvdrageren*, 14. "I have beheld," states Admiral Gambier in his dispatch, "with admiration the manly courage and arduous exertion with which, on one occasion in particular, they (the advanced squadron of sloops, bombs, gun-brigs, &c.) sustained for more than four hours, a battery and incessant cannonade with the Danish batteries, block-ships, praams, and gun-boats, in a situation where, from the shallowness of the water, it was impossible to bring any of the large ships to their support. I feel it my duty to make a particular acknowledgment of the aid I have derived from Sir Home Popham, captain of the fleet, whose prompt resources and complete knowledge of his profession, especially of that branch which is connected with the operations of an army, qualify him in a particular manner for the arduous and various duties with which he has been charged."—13. The *Barchant*, 20, S. W. Ingelshel, (Jamaica station), captured the Spanish privateer schooner *Amor de la Patria*, of 3 guns and 63 men.—14. Capt. V. V. Ballard, of the *Blonde*, (Leeward Island station) captured *L'Hirondelle*, French schooner privateer of 8 guns, (six of which were thrown overboard in the chase,) and 84 men; and five days after he captured the French privateer brig *Duquesne*, (late British schooner *Netley*,) of 17 guns, 4 swivels, and 123 men, (see also October 14).—17. *Barbara*, (cutter), Lieut. E. D'Arcy, (10, 1), &c. taken and carried into Cayenne by the General Errien, French privateer, 14 guns, after an action of three hours.—

* She was commanded by Don Joseph de Toledo, a lieutenant in the Spanish navy, and charged with despatches for South America, which, with her guns and a boat, she threw overboard during the chase.

** His services on this occasion raised him to the peerage, and he received the thanks of both houses of Parliament. Thanks were also given to Rear Admirals Essington, Sir Samuel Hood, Captain Sir Home Popham, and to the several captains and officers of the fleet. The thanks to Admiral Gambier were thus worded: "For the distinguished ability and promptitude displayed in the judicious distribution of His Majesty's fleet under his command in the Baltic, by which all succours were cut off from the island of Zealand, and the uninterrupted operations of the army at the siege of Copenhagen were secured; and for his zealous and cordial co-operation with the land forces during that important service, and also for the judgment and indefatigable activity manifested by him in equipping the Danish navy for sea, and in effecting the embarkation and removal of the naval stores from the arsenal of Copenhagen." His Lordship's answer to the vote of thanks should also be here recorded. "The profession in which I have been bred is by no means calculated to qualify me to deliver my sentiments before such an assembly as your Lordships: I therefore hope for your indulgence, and that you will make that allowance for any deficiencies which I stand in need of. My Lords, the service which was committed to the charge of my noble colleague and myself, required great moderation and humanity in the execution of it; and it was our earnest endeavour to exercise both; but unhappily the Danes made that unavailing resistance to us, which drove us to measures very contrary to our inclinations. For the loss of lives, and blood that was shed on that occasion, the Danish government has alone to answer. My Lords, the flag-officers and other officers, with the seamen and marines under my command, evinced the greatest pliancy and zeal in the service; and I am sure, when occasion shall require, they will manifest equal bravery.—Having been so happy as to obtain the royal approbation of his Majesty of my conduct, that of your Lordships, also of the other House of Parliament, and, I trust, of the nation at large, I beg leave to say, I attribute our success to the favour of Divine Providence, which has been so often manifested to the country in times of difficulty and distress, and which has rescued us from dangers no other power could effect," &c.

27. The *Virginet*, 38, Capt. Brace, intercepted the *Jesus Maria Josef*, Spanish privateer, of 14 guns. She had 120 men when she left St. Sebastian on the 1st of this month, but only 45 on board when taken, with some English prisoners. Captain Brace shortly after recaptured the *Commerce*, one of the lugger's prizes, — *Moucheron*, F. James Hawes, 16 Pr. P. 1802, lost in the Dardanelles.

October 1. Mr. Rogers, master of the Windsor Castle packet, on his passage from England, with the mails for Barbadoes and the Leeward Islands, was attacked by a French privateer, after having in vain attempted to avoid an action. At noon she got within gun-shot, and began her fire, which was returned from the stern-chase guns of the packet: on the Frenchman coming near, she was hailed in very opprobrious terms, and desired to strike her colours. On refusing to do so, he ran alongside, crumpled the packet, and attempted to board, which was repulsed by the pikes, with the loss of eight or ten men on the part of the enemy; when the privateer attempted to get clear by cutting the grapples, but was prevented by the mainyard being locked in her rigging. Great exertions were continued on both sides; part of the crew stationed in charge of the mails, had to shift them as circumstances required, or to cut them away in case of necessity. About three, one of the 6-pounder carionades was got to bear upon the privateer, loaded with double grape, canister, and one hundred musket-balls, which was fired at the moment the enemy was making a second desperate attempt to board, and killed and wounded a great number. Soon after this, Mr. Rogers embraced the opportunity of boarding in turn, with only five men, and succeeded in driving the enemy from his quarters, and about four o'clock the privateer was conquered. She was named the *Jenne Richard*, of 7 guns and 92 men, of which 21 were found dead on her decks, and 33 were wounded. The packet had 3 killed, and 10 severely wounded of her little crew, amounting to only 28 men and boys; the mizenmast and mainyard carried away, and the rigging fore and aft much damaged.—2. La *Victoire*, (French schooner,) 8 swivels, 28 men, taken by the *Boreas*, 22, R. Scott, (home station).—11. *Alert*, French privateer, 20 guns, 140 men, taken by the *Blonde*, V. V. Bal-lard, (Leeward Island station).—16. *Pert*, Donald Campbell, 16 Pr. P. 1803, lost on the island of Santa Margareta; 11 of the crew perished.—17. The *Superieure* brig, 16, Capt. Buller, (Leeward Island station,) after a most severe action of an hour and a quarter, captured the French schooner privateer *La Jopo L'Oil*, in the early part of it, the captain received a musket-ball through the head, while in the act of attempting to board, and immediately expired. The command then devolved on Lieut. J. G. Bird, who with the officers and crew gallantly continued the contest, and brought it to a successful issue. *La Jopo L'Oil* was pierced for 14 guns, but had only 7 mounted, and 95 men. She had 15 killed, 19 wounded. *La Superieure* had 4 killed, 8 wounded. Lieutenant B. Carr, of the Attentive gun-brig, (Leeward Island station,) captured the Spanish lugger privateer, *Nuestra Señora del Carmen*, with 2 guns, swivels, and small arms, and 63 men, 3 of whom were wounded.—25. Capt. G. M. Honey, of the *Herald* sloop, (Mediterranean station,) 18, observing an armed trabuco under the fortress of Otanto, sent Lieut. W. Foreman with the boats to bring her out, which was gallantly executed under a heavy fire from the shore and the vessel; she proved to be the *Cesar*, French privateer, of 4 guns, bound with supplies to Corfu.—26. *Subtle*, (schooner,) Lieut. W. Dowers, 10, stuck on the rocks of Bermuda at 10 o'clock at night, crew saved.—29. Captain T. Manby of the *Thalia*, 26, after a long chase, off Cherbourg, captured the French privateer, *Le Regain*, of 14 guns, and 48 men.—30. *La Bohemienne*, (French privateer,) 2 guns, 44 men, taken by the *Plover* sloop, 15, Philip Browne, (home station).—At the close of this month Rear-Admiral Sir W. S. Smith was appointed to command a blockading squadron on the coast of Portugal.

November 4. General reprisals issued against Denmark, Tuscany, Naples, Ragusa, the Republic of the Seven Islands, and all other ports and places in the Mediterranean and Adriatic Seas, which were occupied by the arms of France or her allies.—6. Capt. P. L. Rosenhagen, of the *Volage*, 22, (Mediterranean station,) captured the French national schooner *Success*, of 10 guns, and 59 men. Captain H. F. P. Sturt, of the *Skylark*, (sloop,) 16, captured *Le Renard*, (French privateer lugger,) of 11 guns, and 39 men, in the act of taking possession of another brig, under the North Foreland.—7. The *Elk*, 18, J. Cochrane, (Jamaica station,) captured the Spanish schooner *Posta di Caracas*, 1 gun.—10. *Leveet*, (sloop,) R. J. L. O'Connor, (18, B. 1806), lost in a violent gale on the Galloper, crew saved.—11. The Order of Council of the 7th of January, having been found not to answer the desired purpose of compelling Bonaparte either to recall the obnoxious Orders, declaring the British Islands in a state of blockade, or of inducing neutral nations to interpose with effect to obtain their revocation, three additional Orders were issued to accomplish the object. Capt. G. Stuart, of *L'Amable*, 32, about 14 leagues to the northward of the Vie, after a chase of 5 hours, captured *La Decide*, a beautiful French lugger privateer, mounting 16 guns, with a complement of 51 men. William, (N.S.) John Fox, (Master) 12, P. 1798; lost in the Gut of Canso, Nova Scotia, crew saved.—13. The *Oberon*, (brig,) 16, C. M. Sutton, after a chase of 4 hours, captured the French lugger privateer *La Ratana*, carrying 14 guns, and 48 men, about 10 leagues off Lowestoffe.—11. *L'Atet*, (French privateer,) 2 guns, 32 men, taken by the *Carrier*, (cutter,) 10, Lieut. W. Milne, acting, (home station).—15. *Friedland*, (French schooner priva-

* She was a complete vessel of her description, and commanded by a dashing, enterprising officer, who had captured 35 vessels, — none during this last cruise. She did not surrender till he was wounded, being the only person hurt, — her sails riddled by the musketry, and brought down by the grape shot. Her gallant commander expired of a musket-ball wound as the surgeon went to his assistance.

† In November the royal family of Portugal embarked at Lisbon for the Brazils, with 7 sail of the line, 5 frigates, &c. The Portuguese fleet was attended by the British ships *Marlborough*, *London*, *Monarch*, and *Bedford*, under the command of Captain Graham Moore.

teer,) 9 guns, 41 men, taken by the *Swallow*, 18, A. Mitner, (home station.)—17. Capt. J. Lake, of the *Surlinam*, (sloop,) 18, captured in the mouth of the Channel, after a chase of 10 hours, the French privateer *L'Amiral Dacres*, of 14 six-pounders, and 76 men. *Firefly*, (schooner,) Lieut. Thomas Price, (T. 1805), lost in a hurricane off Curacao, by striking on a sunken rock. All on board perished except the Surgeon.—20. The squadron under the command of Sir Edward Pellew, sailed from Malacca to Java, and destroyed the Dutch ships of war lying at Griessse, together with all the guns, military stores, &c. The following Dutch ships were burnt: *Revolution*, 70, *Pluto*, 70, and *Kortenaar*, 68. The hired brig *Ann*, of 12 guns, Lieut. J. McKenzie, Commander, met with and captured the Spanish lugger privateer *Vaisgo*, of 7 guns, and 45 men; and on the 24th, with the prize in company, he fell in with ten of the enemy's gun-boats, in the Strait of Gibraltar. At ten A.M. the headmost fired a shot, and hoisted a red flag. At a quarter past ten the three headmost closed, and commenced action. At half-past ten, 7 more closing, the lugger struck, having had three men killed. At eleven, one of the enemy's gun-boats was dismasted, and two more having struck, the Lieutenant continued the action, but did not think it prudent to take possession, having on board 40 prisoners, and charged with despatches, (the *Ann's* complement being only 39, 9 of which were on board the lugger.) At ten minutes past eleven, the Lieutenant got the vessel round, by the assistance of the sweeps, and opened his fire on five who had taken possession of the lugger, and were again closing on his starboard quarter, with an intention to board, but receiving a most ample discharge of round and grape, at one o'clock P.M. they swepted out of gun-shot with the prize*. *Le Magicien*, (French lugger privateer,) 2 guns, 44 men, taken by the *Fortune*, 38, S. Vansittart, (home station.)—21. The *Scorpion*, (brig,) 18, F. Stanfell, in latitude 49 deg. 27 min. N. long. 9 deg. 30 min. W., decoyed under her guns and captured *La Glaneuse*, French ketch privateer, of 16 guns, and 80 men; and on December 3, from information obtained from *La Glaneuse*, succeeded in capturing *Le Glaneur*, also a ketch privateer, of 10 guns, and 60 men.—25. *Estrella del Norte*, (Spanish privateer,) 2 guns, 35 men, taken by the *Solebay*, 32, A. Sproule, (Leeward Island station.)—29. The *Glatton*, 50, T. Seccombe, (Mediterranean station,) fell in with some small vessels, carrying troops from Otranto to Corfu, and took the soldiers, 300 in number, from 9 of them, and destroyed the vessels; 2 escaped and got back to Otranto.

December 4. The *Leda*, 38, R. Honyman, after a chase of six hours, captured *L'Edolphé*, French privateer of 16 guns and 2 swivels, with a complement of 70 men, 45 of whom were absent in prizes.—5. *Boreas*, (brig,) Robert Scott, (22. B. 1806), lost on the Hannots Rock, about a mile from Guernsey, 68 of the crew were saved, and about 100 perished, including the commander and several officers.—*L'Adele*, (French brig privateer,) 10 guns, 143 men, taken by the *Russel*, 74, T. C. Caulfield, (East India station.)—11. The *Grasshopper*, 18, T. Searle, off Cape Palos, was attacked by the Spanish national brig, *San Josef*, of 12 24-pounders, and 99 men; the *Medusa* settee, of 10 guns and 77 men; and *Aigle* settee, of 8 guns and 50 men. The *Grasshopper* brought the brig to close action, which she sustained about fifteen minutes, then struck her colours and ran on shore, upon which the British sloop anchored, and succeeded in getting her off. The two settees bore up and made all sail the moment the brig struck. Two men were wounded. A number of the enemy jumped overboard.—13. The *Savage*, (brig,) 18, Capt. Maurice, (Jamaica station,) captured the *Quixote*, Spanish privateer of 8 guns and 99 men.—14. Capt. N. Palmer, of the *Alacrity* sloop, 16, about 10 leagues off Lowestoffe, captured the French privateer lugger *Friedland*, of 18 guns and 49 men. Vice-Admiral Sir E. Pellew, who had sailed from Malacca on the 20th of November, and arrived off Point Panka in Java on the 5th of Dec. with his squadron, consisting of his own ship; the *Culloden*, 74; *Powerful*, 74, R. Plampin; *Caroline*, 36, P. Rainer; *Fox*, 32, Hon. A. Cochrane, Victor, sloop, G. Bell; *Samurang*, Sealflower, *Jaseur*, and Worcester transport. They had troops on board, and in conjunction with their commander, Lieut.-Col. Lockhart, he sent a commission under a flag of truce to treat with the commandant of the Dutch naval force, for the surrender of the ships of war lying at Griessse, which being acceded to, he caused the following ships to be burnt (they having been previously scuttled by the Dutch): the *Revolution*, 70; *Pluto*, 70; *Kortenaar*, 68, sheer hull; *Ruttkoff*, Company's ship, of 1000 tons, pierced for 40 guns. All the military stores, &c., in the garrison of Griessse, together with the battery of Sambelangan, on the island of Madura, were most effectually destroyed.—Providence, (French lugger privateer,) 14 guns, 52 men, taken by the *Astrea*, 32, E. Heywood.—16. An expedition sailed from Carlisle Bay, Barbadoes, for the Danish Islands. The land forces were commanded by General Bowyer, and the naval by Rear-Admiral Sir A. Cochrane. The islands of St. Thomas and St. Croix surrendered to this force; 60 vessels, chiefly small craft and in ballast, were taken possession of at St. Thomas's.—21. The *Rein Deer*, 16, P. J. Douglas, (Jamaica station,) captured the *Experiment*, French schooner privateer, of 2 guns, and 40 men.—26. Capt. J. Spear, of the *Nimrod* sloop, (Leeward Island station,) captured *La Nouvelle Enterprise*, French schooner privateer, of 5 guns and 65 men. *La Sybille*, (French privateer,) 1 gun, 43 men, taken by the *Seine*, 36, D. Atkins, (Home station.)—27. Capt. R. Rolles, of the *Lion*, 64, off Beachy Head, after a whole day's chase, captured *La Réproucté*, French lugger privateer, of 14 guns. The *Gracieuse*, 10, Lieut. D. Boyd, (Jamaica station,) captured the *Jullana*, Spanish Schooner privateer, of 5 guns and 83 men.—28. Capt. C. Adm. of the *Resistance*, 38, after chasing from near the Owers Light to Cape Barfleur, captured *L'Aigle*, French lugger privateer of 14 guns and 66 men.—29. *Anson*, (frigate,) C. Lydlard, 40, (R. 1794, B. 1784), wrecked while bearing from Mount's Bay towards Falmouth; about 60 of the crew were lost, including the captain.—*Elizabeth*, J. Sedley, 12, foundered with her crew in the West Indies, date unknown.—*Maria*, J. Henderson, 10, foundered in the West Indies, date unknown.

* Although six of the largest were within pistol-shot nearly one hour and a half, it is a singular fact that not a man was hurt.

[In this year patents were granted to John Day, of Camberwell Green, Lambeth, for an engine for the purpose of loading and unloading vessels, and also for raising large anchors and other immense weights to any height required; also to the same person for a method of applying friction boxes, either with or without a perpetual screw, to extend and facilitate the power of engines, cranes, capstans, and other machines used for loading and unloading ships or vessels, and for raising anchors and other great weights or bodies, and also to the steering wheels of ships or vessels.—To James Peache, of Lambeth, for a floating hollow buoy, on a new construction, for supporting mooring chains, cables, ropes, &c.—To R. F. Hawkins, of Limehouse, for certain improvements in all kinds of gun and cannon carriage, so as to facilitate the working or using, securing and housing thereof, particularly adapted to ships.—To John Bywater, of Nottingham, for certain improvements in the construction of windlasses for weighing the anchors of ships and navigable vessels, and other purposes.]

OBITUARY, 1807.

March 11, at Edinburgh, Vice-Admiral John Inghis, of Auchindrany. He distinguished himself in the command of the *Belliqueux*, of 74 guns, at the battle of Camperdown.

Oct. 31, at his apartments in Greenwich Hospital, aged 86, Lieut. Peter Van Court, sixty years a lieutenant in the navy. He was promoted on the 25th of Dec. 1747.

Dec. 9, John Brisbane, Esq. Admiral of the Red.

COMMANDING OFFICERS WHO LOST THEIR LIVES IN THE SERVICE.

Rear-Admiral Sir Thomas Troubridge*, Bart., Blenheim, 74.

Captain Austin Bessall, Blenheim, 74.

Captain C. Elphinstone, Blenheim, 74.

Captain Robert Pigot, Java, 36.

Captain Robert Scott, Boreas, 22.

Captain E. Lythard, Anson, 40.

Commander William King, *Prospera*, bomb. 8.

Commander Edmund Palmer, *Nautilus* sloop, 18.

Commander J. Sherrill, *Curieux*, 18.

Commander R. Keble, *Maisy*, brig, 18.

Commander James Hawes, *Monmouth*, brig, 16.

Lieut. William McKenzie, *United Brothers*, 16.

Lieutenant Edward Morris, *Griper*, gun-brig, 14.

Lieutenant John Buller, *Superieme*, 16.

Lieutenant John Henderson, *Maie*, schooner, 12.

Lieutenant Thomas Price, *Firefly*, schooner, 14.

* This gallant officer entered the service as a midshipman on board the *Seahorse*, Capt. Farmer, with whom he proceeded to India in 1773. On the 1st of January, 1783, he was made post in the *Active* frigate, of 32 guns. He distinguished himself in the action of February 14, 1797, in the *Culloden*, of 74 guns, commanded the seamen and marines in the unfortunate attack upon *Teneriffe*, was at the battle of the Nile, but his ship having grounded, in standing in for the van of the enemy's line, he was precluded from an active share in that memorable day. He was afterwards actively employed on the coast of Italy, commanded a detachment of seamen and marines to dispossess the French of the castle of St. Elmo, which capitulated after a siege of nine days, and lastly took possession of the Roman territory. For these and former services he was presented with the Sicilian Order of St. Ferdinand and of Merit; and on November 23, in the same year (1799), he was created a baronet of Great Britain. On April 23, he was promoted to the rank of Rear-Admiral of the Blue; in 1800 was appointed Captain of the Channel fleet, under Earl St. Vincent; and a few months afterwards one of the Lords of the Admiralty. In April, 1805, he was appointed to the command of the *Blenheim*, in which he sailed to take the command in the Indian seas, to the eastward of Point du Galle in the Island of Ceylon. On November 9, he was made Rear Admiral of the White. In 1806 he was appointed Commander-in-Chief at the Cape of Good Hope. A letter from an officer on board the *Harrier* sloop, dated Table Bay, March 13, 1807, states, that "the *Harrier* lost sight of the *Blenheim* and *Java*, on the afternoon of March 1, during a hard gale, off the *Mauritius*. The night was dreadful beyond description; it blew a perfect hurricane, with a most tremendous sea. The *Blenheim* was in a very decayed state, and was particularly bad in her hull, the *Java* was badly manned and extremely crank. The principal hope is, that they have got into some harbour in the island of Madagascar." In deploring the untimely fate of a commander who possessed skill, bravery, and every seaman's virtue, there is a proud satisfaction in referring to the eulogy of one who shared in his perils and his glories, and who was himself the most brilliant ornament of the British navy. The late Lord Nelson, in a letter to Earl St. Vincent, dated June 15, 1798, says—"Troubridge possesses my full confidence, and has been my honoured acquaintance of twenty-five years standing." In another, dated August 10, after the battle of the Nile, in a moment of depression, he thus writes:—"Although I keep on, yet I feel that I must soon leave my situation up the Mediterranean to Troubridge, *to whom we both know no person is more equal to the task*. I should have sunk under the fatigue of fighting the squadron, but for him, Ball, Hood, and Hallowell, not but all have done well, but these are my supporters." In another he says—"Dear Troubridge, whom we went to visit yesterday, is better than I expected; the active business and the scolding he is obliged to be continually at, does him good. I am not surprised that you will take him near you, but I trust you will not take him from me. I well know he is my superior; and I so often want his advice and assistance."

STATIONS OF THE BRITISH ARMY.

[Where two places are mentioned, the last-named is that at which the Reserve Companies of the Regiments are stationed.]

1st Life Guards—Regent's Park.
 2d ditto—Hyde Park.
 Royal Horse Guards—Windsor.
 1st Dragoon Guards—Brighton.
 2d ditto—Nottingham.
 3d do.—Birmingham.
 4th do.—Cahir.
 5th do.—Dublin.
 6th do.—Dundalk.
 7th do.—Ballincollig.
 1st Dragoons—Dorchester.
 2d do.—York.
 3d do.—Ipswich.
 4th do.—Hombay.
 6th do.—Edinburgh.
 7th Hussars—Hamilton.
 8th do.—Gloucester.
 9th Lancers—Longford.
 10th Hussars—Newbridge.
 11th Light Dragoons—Bengal.
 12th Lancers—Manchester.
 13th Light Dragoons—Madras.
 14th do.—Dublin.
 15th Hussars—Newbridge.
 16th Lancers—Bengal.
 17th do.—Hounslow.
 Grenadier Guards [1st batt.]—Westminster.
 Do. [2d battalion]—Knightsbridge.
 Do. [3d battalion]—Windsor.
 Coldstream Guards [1st batt.]—King's Mews.
 Do. [2d battalion]—Dublin.
 Scotch Fusilier Guards [1st battalion]—The Tower.
 Do. [2d battalion]—Portman-street.
 1st Foot [1st battalion]—St. Lucia; Stirling.
 Do. [2d battalion]—Glasgow.
 2d do.—Bombay; Chatham.
 3d do.—Bengal; Chatham.
 4th do.—New South Wales; Chatham.
 5th do.—Gibraltar; Nenagh.
 6th do.—Bombay; Chatham.
 7th do.—Malta; Portsmouth.
 8th do.—Bermuda; Stockport.
 9th do.—Mauritius; Fermoy.
 10th do.—Corfu; Fermoy.
 11th do.—Zante; Brecon.
 12th do.—Gibraltar; Portsmouth.
 13th do.—Bengal; Chatham.
 14th do.—Athlone.
 15th do.—Montreal; Carlisle.
 16th do.—Bengal; Chatham.
 17th do.—New South Wales; Chatham.
 18th do.—Haydock Lodge.
 19th do.—Trinidad; Sunderland.
 20th do.—Bombay; Chatham.
 21st do.—Chatham.
 22d do.—Jamaica; Plymouth.
 23d do.—Gibraltar; Clonmel.
 24th do.—Montreal; Tinefmouth.
 25th do.—Demerara; Berwick.
 26th do.—Bengal; Chatham.
 27th do.—Castlebar.
 28th do.—Cork.
 29th do.—Mauritius; Cork.
 30th do.—Londonderry.
 31st do.—Beggall; Chatham.
 32d do.—Quebec; Limerick.
 33d do.—Weedon.
 34th do.—New Brunswick; Drogheda.
 35th do.—Blackburn.
 36th do.—Antigua; Cork.
 37th do.—Jamaica; Limerick.
 38th do.—Bengal; Chatham.
 39th do.—Madras; Chatham.
 40th do.—Bombay; Chatham.

41st Foot—Madras; Chatham.
 42d do.—Malta; Greenlaw.
 43d do.—Castle Comer.
 44th do.—Bengal; Chatham.
 45th do.—Madras; Chatham.
 46th do.—At Sea; Chatham.
 47th do.—Newry.
 48th do.—Madras; Chatham.
 49th do.—Bengal; Chatham.
 50th do.—Chatham; under orders for New South Wales.
 51st do.—Corfu; Gosport.
 52d do.—Dublin.
 53d do.—Gibraltar; Hull.
 54th do.—Madras; Chatham.
 55th do.—Madras; Chatham.
 56th do.—Jamaica; Kinsale.
 57th do.—Madras; Chatham.
 58th do.—Ceylon; Buttevant.
 59th do.—Dublin.
 60th do. [1st battalion]—Gibraltar; Naas.
 Do. [2d battalion]—Templemore.
 61st do.—Ceylon; Cork.
 62d do.—Madras; Chatham.
 63d do.—New South Wales; Chatham.
 64th do.—Clare Castle.
 65th do.—Berbice; Barbadoes.
 66th do.—Kingston, U. C.; Wexford.
 67th do.—Barbadoes; Galway.
 68th do.—Dublin.
 69th do.—St. Vincent; Kinsale.
 70th do.—Waterford.
 71st do.—Bermuda; Fort George.
 72d do.—Cape of Good Hope; Perth.
 73d do.—Malta; Jersey.
 74th do.—Dublin.
 75th do.—Cape of Good Hope; Bristol.
 76th do.—Buttevant.
 77th do.—Jamaica; Tralee.
 78th do.—Ceylon; Paisley.
 79th do.—York, Upper Canada; Dundee.
 80th do.—Stirling.
 81st do.—Templemore.
 82d do.—Edinburgh.
 83d do.—Limerick.
 84th do.—Jamaica; Gosport.
 85th do.—Manchester.
 86th do.—Antigua; Barbice.
 87th do.—Mauritius; Devonport.
 88th do.—Corfu; Sheerness.
 89th do.—Devonport.
 90th do.—Dublin.
 91st do.—Mullingar.
 92d do.—Fermoy.
 93d do.—Barbadoes; Aberdeen.
 94th do.—Malta; Chatham.
 95th do.—Corfu; Chatham.
 96th do.—Halifax, N. S.; Guernsey.
 97th do.—Ceylon; Fermoy.
 98th do.—Cape of Good Hope; Plymouth.
 99th do.—Mauritius; Drogheda.
 Rifle Brigade [1st battalion]—Halifax, N. S.; Chatham.
 Do. [2d battalion]—Corfu; Dover.
 Royal Staff Corps—Hythe.
 COLONIAL CORPS.
 1st West India Regiment—Trinidad.
 2d do.—New Providence.
 Ceylon Rifle Regiment—Ceylon.
 Cape Mounted Riflemen—Cape of Good Hope.
 Royal African Colonial Corps—Sierra Leone.
 Royal Newfoundland and Veteran Companies—Newfoundland.
 Royal Malta Fencibles—Malta.

77th and 93d to return to England early in 1834.

PROMOTIONS AND APPOINTMENTS.

NAVY.

PROMOTIONS.

CAPTAIN.

W. N. Glascock.

COMMANDER.

Hon. Edward Howard.

LIEUTENANTS.

— Scagrim.
W. D. Masters.
Geo. Wodehouse Dacres.
J. H. Murray.
Hon. Keith Stewart.

APPOINTMENTS.

CAPTAINS.

Hon. H. Dilkes Byng....Ord Portsmouth.
Michael Seymour.....Challenger.
Samuel Roberts.....Endymion.

COMMANDERS.

Digby Marsh.....Coast Guard.
Algernon H. C. Capel.... Do.
John Kains..... Do.
Charles Seale..... Do.
Charles Smith..... Do.
John Hudson..... Do.
J. B. Maxwell.....Gannet.

LIEUTENANTS.

J. M. Porthury.....Winchester.
Edward Stopford..... Do.
M. Thomas.....Victor.
Geo. Rose.....Fair Rosamond.
— Dashwood (acting) ..Challenger.
Geo. Morris.....Revenge.
J. G. Raynoud.....Lapwing, rev. cut.
— Walsh.....Coast Guard.
W. J. Collins (sup.).....Spartiate.
A. G. Rothesay (do.).....Ditto
G. S. Reynolds.....Donegal
T. Williams.....Ord, Devonport.
S. Lawrence.....Ditto.
J. Kiddle.....Fox, rev. cutter.
S. Taylor.....Victorine, do.
J. Steane.....Sprightly, do.
— Scagrim.....Challenger.
J. Read.....Coast Guard.
J. V. Baker.....Forte.

MASTER.

J. Trivick.....Donegal.
J. M'Donald.....Challenger.
A. K. Martyn.....Madagascar.
W. Parker.....Champion.

SURGEONS.

Andrew Dods, M.D.....Ocean.
John Rankine, M.D.....Madagascar.
O. Sproule.....Isabella, con. sh.
John Kay.....Challenger.
— M'Arthur.....Britannia.

ASSISTANT SURGEONS.

Dr. Livesey.....Hasslar Hospital
W. Patison.....Sylvia.
James Vetch (h).....Ord, Sheerness.
James Morrison.....Salamanca.
D. Kerr.....Britannia.
J. W. Lane.....Challenger.
H. Williams.....Fair Rosamond.
— Dunn.....Seafower.

PURSERS.

— Lyal.....Fly.
J. P. Sarjeant.....Challenger.
A. Brown.....Talavera.

ROYAL MARINES.

PROMOTIONS.

SECOND LIEUTENANT.

W. O. M. Bellaris.

APPOINTMENTS.

CAPTAINS.

James Whylock.....Spartiate.
H. J. Delacombe.....Caledonia.

FIRST LIEUTENANT.

T. P. Dwyer.....Undaunted.
W. White.....Challenger.

SECOND LIEUTENANTS.

W. G. Mahon.....Druid.
H. D. Erskine.....Caledonia.
W. R. Maxwell.....Ditto.

ARMY.

WAR-OFFICE, MAY 28.

12th Foot.—Capt. J. Barry, from h. p. 75th regt to be Capt. vice F. W. Colthurst, who exch. rec. dif.

23d Foot.—Lieut. W. F. P. Wilson, from 39th regt. to be Lieut. vice R. K. Elliot, who retires upon h. p. 98th foot.

39th Foot.—Lieut. C. Brown, from h. p. 98th foot, to be Lieut. vice Wilson, app. to 23d foot.
50th Foot.—Lieut. P. J. Petit, to be Capt. by p. vice Westlake, prom.; Ensign J. B. Bouham, to be Lieut. by p. vice Petit; S. Campbell, from 55th foot, to be Ens. vice Bonham.

55th Foot.—W. Murray, Gent. to be Ens. by p. vice S. Campbell, app. to 50th foot.

60th Foot.—Major C. Harrisou, from h. p. unat. to be Major, vice Northcote, who ret. unattached.—Capt. J. Westlake, from 50th regt. to be Major of Infantry, by p.

West Somerset Regt of Yeomanry Cavalry.—C. Warren, Gent. to be Cornet.

MAY 31.

Royal Horse Guards.—Cornet R. H. R. H. Vyse, to be Lieut. by p. vice Murray, app. to 15th Light Drag.; Cornet and Adjut. A. T. Munro, to have the rank of Lieut.; Lord A. P. B. St. Maur, to be Cornet, by p. vice Vyse.

7th Light Drag.—Lieut. the Hon. J. Jocelyn, to be Capt. by p. vice Lord Hopetoun, who ret.; Cornet D. Daly, to be Lieut. by p. vice Jocelyn; A. B. Saville, Gent. to be Cornet, by p. vice Daly.

8th Light Drag.—Cornet J. Reilly, to be Adj. vice Sir W. L. Young, who resigns the Adjutancy only.

15th Light.—Lieut. J. C. Baird, to be Capt. by p. vice Perceval, who ret.; Lieut. W. Murray, from the Royal Horse Guards, to be Lieut. by p. vice Baird.

Coldstream Foot Guards.—To be Lieuts. and Capt. by p. —Lieut. C. A. Windham, vice Burgoyne, who ret.; Lieut. C. P. Wilbraham, vice Hobhouse, who ret. To be Ensigns and Lieuts. by p. —J. D. P. Viscount Alexander, vice Windham; Gent. Cadet the Hon R W Lambert, from R. M. Col. vice Wilbraham.

19th Foot.—Lieut. S. F. Glover, to be Capt. by p. vice Barry, who ret.; Ens. J. Spring, to be Lieut. by p. vice Glover; A. Dent, Gent. to be Ens. by p. vice Spring.

16th Foot.—Staff-Assist.-Surg. D. Menzies, to be Assist.-Surg. vice Giffney, dec.

19th Foot.—Ens. C. Saunders, to be Lieut. by p. vice Thomas, who ret.; J. D. Stimpson, Gent. to be Ens. by p. vice Sanders.

26th Foot.—J. W. Johnstone, Gent. to be Ens. by p. vice Price, who ret.

48th Foot.—Assist.-Surg. J. H. Sinclair, M.D. from 86th foot, to be Assist.-Surg. vice J. Mitchell, whose app. has not taken place.

55th Foot.—Lieut. W. S. Norton, from the 49th foot, to be Lieut. vice Fairfield, who has received a commuted allowance; H. L. D. Cuddy, Gent. to be Ens. by p. vice Greene, who retires.

60th Foot.—Capt. C. Markham, to be Major, by p. vice Harrison, who ret.; Lieut. C. H. Churchill, to be Capt. by p. vice Markham; Second-Lieut. W. H. Fitzgerald, to be First-Lieut. by p. vice Churchill, R. T. Brandling, Gent. to be Second-Lieut. by p. vice Fitzgerald.

68th Foot.—Ens. G. McBeath, to be Lieut. without p. vice Bouchette, who ret.; J. M. Napier, Gent. to be Ens. by p. vice McBeath.

75th Foot.—Capt. T. W. Nesham, from h. p. Royal Wag Train, to be Capt. vice J. S. Keats, who exch. rec. the dif.

77th Foot.—Ens. R. Macartney, from 50th Foot, to be Ens. vice Buckland, prom. in Royal African Corps.

80th Foot.—Paymaster J. Grant, from 56th foot, to be Paymaster, vice Leslie.

86th Foot.—Staff-Assist.-Surg. J. Mitchell, M.D., to be Assist.-Surg. vice Sinclair, app. to the 49th foot.

Royal African Colonial Corps.—Ensign T. Buckland, from 77th foot, to be Lieut. without p. vice Findlay, app. Adj.; T. Smales, Gent. to be Ens. by p. vice Haurcourt, who ret.; Lieut. A. Findlay, to be Adj.

Hospital Staff.—To be Staff-Assist.-Surge:—J. R. Taylor, Gent. vice Menzies, app. to the 16th foot; A. McGrigor, Gent. vice Mitchell, app. to the 86th foot.

Memorandum.—The exchange between Lieut. T. Walsh, Fort-Major of Sheerness, and Lieut. T. Austin, Fort-Major of Duncannon Fort, lately notified, has not taken place.

Westmorland Militia.—W. Bennett, Gent. to be Adj. vice N. Dent, deceased.

Royal South Lincoln Regt.—Viscount Alford, to be Capt.

Royal Mid-Lothian Yeomanry.—Sir J. S. Forbes, Bart. to be Capt.

JUNE 7.

8th Regt. of Light Drag.—Michael Edward Rogers, Gent. to be Cornet, by p. vice Vivian, prom.

9th Foot.—Major-Gen. Sir John Cameron, K.C.B., from the 93d foot, to be Colonel, vice General Sir Robert Brownrigg, dec.

13th Foot.—Lieut. Charles Millar, from the h. p. 8th foot, to be Lieut. vice Stewart, whose app. has not taken place.

18th Foot.—Ens. William Augustus Townshend Payne, to be Lieut. by p. vice Peel, who ret.; Michael George Franklin, Gent. to be Ensign, by p. vice Payne.

39th Foot.—Lieut. John Spier, from h. p. of the 61st foot, to be Lieut. vice George Anthony Pook, who exch.

49th Foot.—Lieut. John Wm. Tottenham, from h. p. of the 36th foot, to be Lieut. vice Norton, app. to the 55th foot.

81st Foot.—Staff-Assist.-Surg. David Rees, to be Surg. vice Macartney, dec.

93d Foot.—Major-General Sir Jasper Nicholls, K.C.B. to be Colonel, vice Major-General Sir John Cameron, app. to the command of the 9th foot.

Hospital Staff.—James Millar, M.D. to be Staff-Assist.-Surg. vice Rees, app. to 81st foot.

Fordingbridge Troop of Yeomanry Cavalry.—George Bruce, Gent. to be Lieut.; Edward Hulce, Gent. to be Cornet.

West Somerset Regt. of Yeomanry Cavalry.—Stepney Cowell, Gent. to be Cornet.

Plutshire Yeomanry Cavalry.—George Harrison, jun. Gent. to be Surgeon.

JUNE 14

6th Regt. of Foot.—Ens. John Gordon, to be Lieut. without p. vice Otley, dec.; Ensign Augustus Barry, from the h. p. unit, to be Ens. vice Gordon.

7th Foot.—Second-Lieut. Samuel Belsford, from the 60th foot, to be Lieut. without p. vice Wright, app. Adj. to the 60th foot.

16th Foot.—Lieut. Robert Douglas, to be Quarter-Master, vice Rowan, dec.; Lieut. Jos. Loman, from the h. p. of the 77th regt. of foot, to be Lieut. vice Douglas, app. Quarter-Master.

31st Foot.—Capt. Samuel Bolton, to be Major, without p. vice Eager, dec.; Lieut. G. Baldwin, to be Capt. vice Bolton; Ens. Henry Pigott, to be Lieut. vice Baldwin; Ens. Edward S. Cassan, from h. p. unit, to be Ens. vice Pigott.

42d Foot.—Capt. Wm. Mainwaring Sloane, from h. p. unit, to be Capt. vice Ewen Macpherson, who exch. rec. the dif.; Geo. Duncan Robertson, to be Ens. by p. vice Murray, who retires.

49th Foot.—Lieut. Arthur Shiel, from the 89th regt. of foot, to be Lieut. vice Rochfort, who exch.

57th Foot.—Ens. Charles Dunbar, to be Lieut. without p. vice Auld, dec.; Ens. Thomas Alex. Souter, from the h. p. unit, to be Ens. vice Dunbar.

60th Foot.—Lieut. Thomas Wright, from the 7th regt. to be Adj. and Lieut. vice Bulman, who rets. the Adj. only.

88th Foot.—Capt. Alex. Viscount Fincastle, from the h. p. unit, to be Capt. vice Evan Baillie Fraser, who exch. rec. the dif.; Ens. Wm. Mackie, to be Lieut. by p. vice Newcombe, prom.; Edw. Honeywood, Gent. to be Ens. by p. vice Mackie.

89th Foot.—Lieut. Wm. Cowper Rochfort, from the 49th regt. of foot, to be Lieut. vice Shiel, who exch.

Unattached.—Lieut. George Newcombe, from the 88th regt. to be Capt. by p. vice Charles McDonald, who ret.

Memorandum.—Captain Charles McDonald, upon h. p. of the 8th West India Regt. has been allowed to retire £ on the service, by the sale of an unit, commission.

East Essex Regular Militia.—Thomas Jenner Spitty, Esq. to be Capt.

JUNE 21

4th Regt. of Light Drag.—Major William Fendall, to be Lieut.-Colonel, by p. vice G. J. Sale, who ret.; Capt. Gerard S. Moore, to be Major, by p. vice Fendall; Lieut. Bertram

Newton Ogle, to be Capt. by p. vice Moore; Cornet George Maude, to be Lieut. by p. vice Ogle; J. H. T. Warde, Gent. to be Cornet, by p. vice Maude, prom.

10th Light Drag.—Capt. Alex. Viscount Pin- castle, from the 88th regt. to be Capt. vice Nicholson, app. to the Grenadier Regt. of Foot Guards.

1st or Grenadier Regt. of Foot Guards.—Capt. Christopher Hamp. Nicholson, from the 10th Light Drag. to be Capt. vice Gower, app. to the 88th foot; Henry George Conroy, Gent. to be Ens. and Lieut. by p. vice Sir Thos. Whichcote, Bart. who ret.

Coldstream Regt. of Foot Guards.—Capt. Wilbraham Spencer Tollemache, from h. p. unat. to be Lieut. and Capt. vice Edw. Harvey, who exch. rec the dif.

2d Foot.—Ens. Henry Edward Renwick, from the 35th foot, to be Ensign, vice English, who exch.

3d Foot.—Lieut. Donald Urquhart, from h. p. of the 60th regt. to be Lieut. vice John Hunt, who exch.

7th Foot.—Ens. Ralph Bernal, from the 71st regt. to be Lieut. vice Samuel Brelsford, who retires.

12th Foot.—John Maxwell Percival, Gent. to be Ens. by p. vice Kennedy, who ret.

35th Foot.—Ens. Frederick English, from the 2d foot, to be Ens. vice Renwick, who exch.

42d Foot.—Lieut. Duncan Alex. Cameron, to be Capt. by p. vice Wm. Manwaring Sloane, who ret.; Ens. John Cameron Macpherson, to be Lieut. by p. vice Cameron; Charles Murray, Gent. to be Ens. by p. vice Macpherson.

45th Foot.—Lieut. Geo. Walsh, from h. p. of 103d regt. to be Lieut. vice Henry R. Addison, who exch.

55th Foot.—Lieut. James Ritchie, from h. p. of 1st foot, to be Lieut. vice Heddlie, whose app. has not taken place.

57th Foot.—Lieut. John Latham, from h. p. of 92d regt. to be Lieut. vice Bevan, app. to the 77th foot.

60th Foot.—Second-Lieut. and Adj. Thomas Townsend, to have the rank of First-Lieut.; Second-Lieut. the Hon. Theodore Dominick Geoffrey Dillon, to be First Lieutenant, by p. vice John Reynolds Peyton, who ret.; Ensign

Hugh Seymour Kerr, from h. p. of 39th foot, to be Second-Lieut.; Lord George Loftus, to be Second-Lieut. by p. vice Dillon.

71st Foot.—Wm. Wilkinson, Gent. to be Ens. by p. vice Bernal, prom. in the 7th foot.

83d Foot.—Ens. James Clerk, to be Lieut. without p. vice the Hon. Robert Clifford, dec.; Gent. Cadet Douglas W. P. Labalmondiere, from the R. M. Coll. to be Ens. vice Clerk.

84th Foot.—Ens. Philip Pardou, from h. p. of 41st regt. to be Ens. vice Nicolls, prom. in the Royal African Colonial Corps.

88th Foot.—Capt. Edward Leve-on Gower, from the 1st or Grenadier Regt. of Foot Guards, to be Capt. vice Viscount Fincastle, app. to the 10th Light Drag.

99th Foot.—Capt. Wm. Barton, from h. p. unat. to be Capt. vice Wm. Bletternam Caldwell, who exch. rec the dif.

Ceylon Regt.—Lieut. Abraham Parkinson Kenyon, from h. p. of the 77th regt. to be First-Lieut. vice Samuel Lynch, who exch.

Royal African Corps.—Ens. Thomas Wilson Nicolls, from the 84th regt. to be Lieut. without p. vice Beere, whose prom. has not taken place.

Unattached.—Lieut. Peter Eason, from the 60th regt. to be Capt. without p.

Memoranda.—The name of the gentleman lately app. to an Ensigny in the 18th foot, by p. is Francklin, and not Franklin.

The appointment of Mr. Nicolls to an Ensigny in the Royal African Colonial Corps should have been vice Beere, deceased, and not vice Beere, prom.

Memoranda.—The half pay of the undermentioned officers has been cancelled from the 21st inst. inclusive, they having received commuted allowances for their commissions, viz.—Major Ernest Von Düring, h. p. 2d Light Inf. Batt. K G L.; Capt. Wm. Von Isenmoff, h. p. 2d Hussars K G L.; Cornet and Adj. T. Barlow, h. p. 23d Light Drag.; Lieut. Henry Halford, h. p. 60th regt.; Ens. Wm. Fuller, h. p. unat.; Lieut. Grantham Munton Yorke, h. p. unat.

OFFICE OF ORDINANCE, JUNE 18.

Ordinance Medical Department.—Benj. Geo. Calder, M.D., to be Assist.-Surg. vice Quigley, prom.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

April 28, at Dover, the Lady of Lieut. Frampton, Rifle Brigade, of a daughter

May 24, at Sunninghill, the Lady of Capt. Bidwell Edwards, of the 3d Dragoon Guards, of a daughter

May 25, the Lady of Capt. Edmund Palmer, R.N. of a son.

May 28, the Lady of Lieut. Thomas Fynmore, R.M. of a son.

At Bath Ash Cottage, near Bath, the Lady of Major Charles Cyril Taylor, 20th regt. of a daughter.

May 29, the Lady of Capt. H. Bowden, Scots Fusilier Guards, of a daughter

June 8, at Ipswich, the Lady of Lieut.-Col. Stisted, King's Own Light Dragoons, of twin daughters.

At Newcastle, the Lady of Lieut.-Col. James Power, C.B. Royal Artillery, of a daughter.

June 12, at Tibbington-square, Islington, the Lady of Thomas Dale Gulliver, Esq. Purser, R.N. of a daughter.

June 17, in Lower Seymour-street, the Lady of Lieut. Charles John Bosanquet, R.N. of a daughter.

MARRIAGES.

At Calcutta, Lieut.-Col. Dennis, 49th regt. to Jane, daughter of the late A. Colquhoun, Esq.

Feb. 12, at Cape Town, Cape of Good Hope, by special licence, Lieut. T. H. Duthie, 72d regt. (since retired) to Caroline, third daughter of George Rex, Esq. of the Kry-na.

May 18th, at Barbadoes, Capt. Thomas Hamilton, 19th regt. Deputy-Assistant-Adjutant-General, to Miss Carlyone De Coureay, daughter of the Hon. J. B. Skeete, President.

Capt. James Gaston, 70th foot, to Olivia, eldest daughter of Robert Henry, Esq. of Dalkey Lodge, county Du shin.

May 25, at Cheltenham, Major Francis Day Chalmer, late 7th Dragoon Guards, to Sarah Mary Emily, only surviving child of the late James Robertson, Esq. of the Bengal Engineers.

May 28, at Shenstone Church, Major Wyndham, of the 2d Royal North British Dragoons, or Scots Greys, to Eliza Maria, eldest daughter of the late Henry Case, Esq. of Shenstone Moss, Staffordshire.

At Clifton, Captain George Robins, 17th Lancers, to Maria Catherine, daughter of

Charles A. Elton, Esq. of Clifton, and grand-daughter of Sir Abraham Elton, Bart. of Clevedon-court, Somerset.

June 4, at Bishop's Teignton, Isaac Gorrell, Esq. Surgeon, R.N. to Mary, eldest daughter of the late Rev. D. Ross, Newport, near Barnstaple.

At Falmouth, Lieut. H. P. Dicken, R.N. commander of his Majesty's packet Reindeer, to Emily, youngest daughter of Mr. Henry Williams, of that town.

June 10, at St. Giles's, Camberwell, Captain Shaw, of the 4th Light Dragoons, to Mary, eldest daughter of the late John Wyatt Lee, Esq. of the same place.

June 17, at Dover, Lieut. R. W. Hawkes, R.M. to Ellen, third daughter of Major Petley, R.A.

DEATHS.

LIEUTENANT COLONELS.

Feb., Boteler, R. Eng., supposed to be lost in the Calypso packet.

May 10, the Hon. John Creighton, Governor of Hurst Castle, Dublin.

March 7, Massey, h. p. 1st foot, Hatfield Manor, near Doncaster.

MAJOR.

Eager, 31st foot.

CAPTAINS.

April 20, Geo. Mackenzie, 14th foot, Athlone.

Oct. 10, 1832, Park, 26th foot, Allahabad, Bengal.

March 15, Eyre, h. p. Royal African Corps, Southsea Common.

Jan. 23, Kessler, h. p. 2d Light Inf. Batt. K.G.L.

Dec. 22, 1832, Clements, h. p. King's Americans, Douglas, New Brunswick.

April 10, Duncan Macpherson, h. p. unat.

LIEUTENANTS.

Nov. 10, 1832, Otley, 6th foot, Poonah, Bombay.

Nov. 28, 1832, Heron, 20th foot, Bombay.

Jan. 11, Cox, 39th foot, Warapilly, Madras.

Nov. 8, 1832, Aubin, 57th foot, Fort St. George.

April 15, Inkson, 80th foot, Magherafelt, Ireland.

May 21, Johnson, h. p. 48th foot.

Oct. 14, 1832, Stewart, h. p. 60th foot, Quebec.

April 16, Campbell, h. p. 77th foot, Lockgilphead, N. B.

May, Jeboult, h. p. Rifle Brigade.

CORNET, ENSIGNS, AND SECOND-LIEUTENANTS.

April 18, Surtees, 14th Light Drag., Clifton, Bristol.

Dec. 4, 1832, Young, 6th foot, Poonah.

March 26, Newell, Adj. 69th foot, St. Vincent.

May 9, Morphy, h. p. 23d foot, Athlone.

QUARTER-MASTERS.

April 16, Fitzsimmons, h. p. 6th Drag. Gds.

April 11, Ross, French's Levy, Ross Hill, near Queensferry.

MEDICAL DEPARTMENT.

Dec. 13, 1832, Staff-Surg Barr, h. p.

Dec. 29, 1832, Surg. Harris, h. p. Royal Newfoundland Fenc., Halifax, N. S.

May 12, — Cooke, M.D. h. p. R.A., Jersey.

April, Asiat-Surg. Newcombe, h. p. 60th foot.

Nov. 1832, — Giffney, 16th foot, Chinsurah.

April 6, Apoth. Brown, h. p. Staff, Devonport.

In February, supposed to be lost on board his Majesty's brig Calypso, Commander the Hon. Augustus William Monckton, R.N. aged 24, Flag-Lieutenant to the late Vice-Admiral Sir Edward Griffith Colpoys, third son of Viscount and Viscountess Galway. This excellent young officer had served nearly five years on the West India station, having been Flag-Lieutenant to the Hon. Admiral Fleeming, before he had the

honour to be appointed to the same post by Sir Edward G. Colpoys. The death of the latter at Beimuda, last November, having relieved Capt. Monckton from his duties, he was returning to England with the other officers of the staff, of whom nothing has been heard since they left Halifax, Nova Scotia, for Falmouth, the 29th January; and it is not doubted that the Calypso foundered at sea, from coming in contact with the icebergs, which have been more than usually dangerous this year. Capt. Augustus W. Monckton also served under Admiral Bruce, Capt. Morier, and the late Sir Robert Spencer, who kindly presented him to his Majesty's notice, when Lord High Admiral, at Chatham.

It will be recollected that Lord Galway's second son, Capt. the Hon. Charles Gustavus Monckton, of the 88th regt. also came to an untimely end, having been shot (while on duty as officer of the day) by a soldier, whom he recognized breaking open the pay-serjeant's box. Capt. Charles Monckton had not provoked the enmity of the murderer, who was a man of very bad character; and before he suffered the penalty of his crimes, declared he had not the slightest all-will against his victim—in fact, scarcely knew him. Capt. C. Monckton only survived the fatal wound a few hours, and expired at Corfu, the 9th Aug. 1831, aged 25. His remains were attended by the whole garrison and the inhabitants of all classes, to the Protestant Cemetery at Corfu, where the 88th regt. determined to erect a monument to his memory,—a most affecting proof of the regard in which he was held.

Also, by the same unfortunate event, Commander Henry Maxwell Griffith Colpoys, third, and youngest son of the late Vice-Admiral Sir Edward G. Colpoys, K.C.B.

At Malta, aged 18, Mr. Thomas Huskisson, Midshipman of his Majesty's ship Cordelia, eldest son of Capt. Thos. Huskisson, R.N.

May 11, at Bath, suddenly, Sir J. Versturme, Inspector-General of Hospitals, Knight of the Guelphic Legion of Honour and Belge Lion.

May 30, Major-General Sir John Malcolm, G.C.B. K.L.S., of the Hon. East India Company's service.

At Thorpe, Essex, Capt. F. Foaker, late of the 10th foot.

June 4, at Cheltenham, Capt. Chas. Harrison, late 67th foot.

At Taplow, Bucks, Col. Marmaduke Williamson Browne, of the Hon. East India Company's Bengal Artillery, brother to Lieut.-Gen. Sir T. Browne, K.C.H.

June 10, at Limerick, suddenly, Lieut. the Hon. R. Clifford, 83d regt.

At Dublin, Major William Holland, late of the 90th regt.

Lieut. Edward Vincent, half pay of 48h. regt., in which he served since 1805, and was present at all the affairs his corps was engaged in on the Peninsula, from the battle of Talavera to that near Salamanca, at which latter place he received a gun-shot wound in his right arm and chest, depriving him of the use of his sword arm. The wound in his chest latterly opened and bled internally, which, added to the effects of injuries received at Albuera and Badajoz, caused a decline that took him off after a patient endurance of intense suffering.

June 15, suddenly, of a fit of apoplexy, in the 43d year of his age, the Hon. Capt. Thomas Roper Curzon, R.N. second son of the Right Hon. Lord Teynham.

June 15, at his house in Weymouth-street, Lieut.-Gen. Sir Thomas Bowser, K.C.B. of the Hon. East India Company's service, in the 84th year of his age.

June 21, at Croydon, Lieut. Henry O'Neill, late of the Royal Waggon Train.

MEMOIR ON THE DEFENCE OF CANADA. 1833.

IN a former Memoir * it was stated "that Canada, single-handed, has even now a population so distributed as to be sufficient for its defence against a much more serious invasion than could be effected, supposing that the whole of such an army as the Americans were able to raise last war were concentrated for the attainment of one object, instead of being frittered, as it then was, in unconnected attacks." It will now be shown how this opinion can be justified by an examination of the country in detail, and of the degree of assistance to be derived from positions to be fortified as depôts or rallying points.

In order to form a just estimate of Canada in a military point of view, it is proposed to divide it into several large districts, each of which may be regarded as independent in its qualities for defensive warfare. A system of military operations may thus be examined for each district; and in order to render more evident the advantages for defence assigned to Canada, the circumstances assumed are the most favourable to the United States; viz. granting them the command of Lakes Huron, Erie, and Ontario, so that the question may be entirely military; for Canada by itself will never be able to cope with the United States on those lakes.

The districts proposed above are:—

1. (See Map.) The western peninsula between Lakes Huron, Erie, and Ontario, extending east to Lake Simcoe.
2. The tract between the latter and the Rideau.
3. The space bounded by the Rideau on the west, and terminating on the east at the junction of the Ottawa and the St. Lawrence.
4. The country south of the St. Lawrence.
5. Montreal Island, and the country north of the St. Lawrence.

District No. 1.

The weakest part of Canada is that bordering on the river and lake St. Clair, not only as being the most remote, but as affording to the Americans facilities for collecting forces from the shores of Lakes Huron and Erie, and disembarking them on the St. Clair. An army once landed could advance about 150 miles into the interior, without being more than two days' march on either flank from the lakes where they could meet their shipping. (Fig. 1.)

This advance might have a popular tendency to create a diversion from a vigorous defence of the Niagara frontier; and if successful, might lead to the temporary occupation of the northern shore of Lake Erie. The effect of a diversion, however, ought here to be considered as quite imaginary, as a body of troops (A. Fig. 2.) might continue disputing every movement of advance from the Niagara frontier, while another army (B.) would do the same towards the enemy approaching from the west; as the two Canadian armies would act on the interior line, they might, by forming a rapid junction, overwhelm the American armies (C. and D.) before they could unite. At all events the army (A.) could protract the defence of the Niagara frontier, until it would become

* See United Service Journal, for July, 1832.
U. S. JOURN. No. 57, Aug. 1833.

necessary to retire to avoid the risk of being cut off by (D.) from the head of the lake at Burlington Bay.

For the defence of the Niagara frontier, a position has been suggested at the Short Hills; but a point selected farther west would unite the advantage of the other with the means of obtaining a secure communication between the northern shore of Lake Ontario and the western peninsula. A position (e. Fig. 2), possessing these as well as several other properties arising from peculiar local circumstances, may be found at the mouth of Burlington Bay.

1. It would protect the work which was constructed at the outlet for keeping open the channel.

2. It would command the best communication with the York district, gaining about one day's march on an enemy obliged to pass round by the head of Burlington Bay.

3. An enemy advancing towards York could not leave such a work in his rear, as it would interrupt his communication with the Niagara frontier.

4. From the nature of the site*, it would cost less to fortify, it being liable to attack only on one side.

Even if circumstances should render another site preferable for a depôt, this position should be occupied at least by a redoubt of a permanent nature, for in every stage of improvement of the country it would be important.

Penetanguishene should be fortified, not only to secure a harbour on Lake Huron, but to serve as a depôt.

The area of this district is about 17,500 square miles, and it is capable of supporting a population of a million and a half: it received, in 1831, by emigration alone, an addition of 30,000 people†.

District No. 2.

The next portion of country to be examined is that between Lake Simcoe and the Rideau. On the right flank, it is strengthened by the western peninsula; on the left, by Kingston and the Rideau, together with a number of small lakes, the ground between which is partly of a rugged nature, favourable for defence.

The bay of Quinte and the river Trent would facilitate the arrival of troops from the interior, and along the front, while the Rideau would serve as a route to procure similar aid from the Ottawa.

This district contains about 12,000 square miles, extending it from Penetanguishene to the mouth of the Rideau: its prospective population may be estimated at upwards of one million.

District No. 3.

The next division is the triangular space between the Ottawa, the Rideau, and the St. Lawrence; the latter forming one side of the triangle, the length of which from Kingston to Lake St. Louis is about 166

* The strategical properties of a fortification are the principal object, and the advantages of site, which are merely local, must give way to them. An enemy will not lose time by attacking an unimportant position, nor would it, in many cases, be necessary to mask them in a country so extended as Canada.

† Sir John Colborne's letter to Lord Goderich, dated 24th Nov. 1831.

miles. Of this distance about 108 miles form the boundary between the two countries, and nearly 140 miles are navigable*.

Notwithstanding the exposure of the St. Lawrence front of this division, it does not offer an advantageous route for a serious invasion, because the command of the St. Lawrence is now of diminished consequence, as we have the Rideau to look to for the purpose of keeping up the communication with Upper Canada †; neither would it be chosen as the line of advance to Montreal, as the command of Lake St. Louis could always be held by us without competition. We should have to construct steam vessels of war on this lake for the defence of Montreal Island; to cope with which the Americans could not bring down the rapids of the St. Lawrence an efficient description of vessels.

It has to be ascertained, with reference to invasion from this quarter, whether the Americans descending the St. Lawrence with a fleet of boats, under the protection of an army on its banks, could not cross to the Isle of Perot, thence to St. Ann's or land at Château Brillant or Montreal Island, protected from our steam vessels by their artillery on Vaudreuil shore.

* This was part of their project in 1813, before they were happily baffled by their defeat at Chrystlers.

An examination of the ship-channel separating the island of Montreal from Vaudreuil and the Isle of Perot should therefore be made †; and where it is so near the two latter as to be within reach of cannon-shot, batteries should be thrown up, having a secure communication between them, to facilitate the rapid assemblage of cannon and troops. (Fig. 3.) Islands commanding the channel should also be occupied by batteries.

To prevent the enemy's approach to Lake St. Louis, the islands at the foot of the rapids of the Cascades should be fortified; they would always be within reach of relief by the lake.

District No. 4.

The next division of the country to be considered, is the whole of the south of the St. Lawrence from St. Regis. Being a long extent of open frontier, it can be invaded in every direction, but only, it is conceived, with a view to a more important object, viz. the occupation of those positions on the southern shore of the St. Lawrence which command the ship-channel.

An army invading by the Chateaugay river would, on entering Lake St. Louis, be exposed to difficulties similar to those by the St. Lawrence; both routes would be tedious at best, and probably would not

	Navigable.	Rapids.	
* Kingston to Prescott	miles 60	..	60
Prescott to Cornwall	40	8	48
Cornwall to Côteau du Lac	42	..	42
Côteau du Lac to Cascades	..	16	16
Kingston to Cascades		Total	166

† Several of the locks on the Rideau are about thirty miles from the frontier; the sudden destruction of even one would be of serious consequence; they would require a vigilant guard of troops, in the event of hostilities.

‡ Mr. Bouchette's map is not detailed enough for this purpose.

be so speedily decisive in their results as an invasion by the river Richelieu.

This latter then would be a preferable route to any above mentioned for an invasion above Quebec; but without a very large army it could make no impression on Canada.

It is obvious that a check any where between the St. Lawrence and the boundary line would be at least as disadvantageous to an invading army as to us. The former, if compelled to retreat, would not be safe until received within the passes of Vermont; while a Canadian army retiring upon the points of debarkation on the St. Lawrence could be transported in security across that river, or remain in some strong position on the southern shore, where it could be defended with all the resources of Lower Canada, in order to decide on the fate of the communication with Montreal.

A fortification of large extent, ^{as} to cover the debarkation of troops from the northern shore of the St. Lawrence, is of the first necessity. On the same principle, those points commanding the ship-channels below Montreal should also be covered by extensive works.

The siege of Ile aux Noix would give us the first intimation of the route of invasion, and would allow ample time for forming the usual obstacles * to farther advance.

An army defending the Chateaugay and La Cole country, the Richelieu, or the eastern townships, would accordingly have rallying points where reinforcements could be efficaciously applied, while the northern shore of the St. Lawrence would remain unmolested.

Thus it appears that, by the rivers St. Clair, Niagara, St. Lawrence above the Cascades, and the Chateaugay, partial invasions are feasible, and temporary possession of a few miles,—a fate to which even the strongest countries are liable; but there is no key in the above districts to any extensive command of country. But the Richelieu and the eastern townships lead to positions which are keys to important points of Lower Canada; viz. those commanding the ship-channels which approach the southern bank of the St. Lawrence.

In order to guard against these invasions, the following positions should be fortified, (including some already enumerated.)

1. A dépôt for the western peninsula on the River Thames near London or Oxford, or on the grand river on the main road from York to Amherstburg.
2. Burlington Bay.
3. Penetanguishene.
4. Kingston.
5. An island on Lake Simcoe, or one of the lakes formed by the river Trent, as a dépôt †.
6. Island at the Cascade rapids.

* Among the obstacles to be made on this frontier, it is suggested to throw a dam across the river Montreal, so as to retain the water in summer, when it is nearly dry. Being a flat country, one such work would suffice; the water rises about thirteen feet in the spring floods. The contemplated work on Grande Ile would be strengthened by such a dam, as a wet ditch would be obtained for it.

† If it formed part of the system of defence to contest the superiority on Lake Ontario, the mouth of the river Niagara and the entrance to the bay of Quinte should be fortified.

7. Nun's Island, mouth of the Chateaugay river, as a rallying point, or point of debarkation.
8. One of the islands north of Montreal, (Bizarre or Ile Jesus,) or a position on the eastern end of Montreal itself, which might afford a shelter for ships.
9. A dépôt north of Montreal on the other side of the St. Lawrence and Ottawa, on the line of road recommended to be kept up as a military road.
10. William Henry, both banks of the Richelieu.
- 11, 12. One or more positions south of the St. Lawrence, to serve (as No. 7.) as rallying points.

The Americans are fully aware of the unmilitary attempts which they made last war to invade Canada; and it is not improbable that they may, in future, avoid all the routes above described, and march at once towards Quebec, (as recommended in the *American Quarterly Review*, for 1832, No. xxii. p. 432.) but even if they should do so, the command of the St. Lawrence above Quebec would be of importance to them to prevent the arrival of the militia from above, for thus would be reversed the direction towards which all resources were sent last war.

But, as stated in a former Memoir, it is impossible to conceive such a relative state of the two governments as in which an American army could attack Quebec with any prospect of success.

In 1777, when the attempt to capture that city was made by General Montgomery, its strength was quite nominal, the garrison not being sufficient to man one bastion.

It is observed in the "Essai Général," by Bousmard, (book vi. c. 5,) "La garnison de la place peut être tellement foible, par rapport au nombre et à l'étendue des postes à garder, et surtout à la foiblesse de ces postes, que, tout en essayant de l'emporter par surprise, afin que sa conquête coûte moins de sang, on soit décidé à n'en pas avoir le démenti, à l'attaquer de vive force, et à tenter de la prendre d'emblée, quoiqu'il arrive, et quand bien même on seroit découvert."

The above occasion, however, was the last when Quebec will ever be exposed to such a fate, for the state of the country between it and New England is so much altered, that it would be impossible for a body of troops, like that under General Arnold, to penetrate so many miles beyond the boundary without our having a knowledge of their movements, and making preparations to repel them.

It might appear an excess of precaution on our part, being aware of the conviction of the Americans themselves, (as expressed in the above Review,) that Quebec should at once become the object of attack in a future war, to fortify so many positions as are enumerated above; but it must be understood, that the importance of many of these positions is not absolute as regards the defence of Canada as a whole; their purpose is merely local, being for the protection of those portions or districts of it which have been separately considered above, and which must soon be so wealthy * as to be worth the expense of such fortifications as have

* The province must contribute itself to the construction of such local defences. The erection of fortifications in District No. 4 is all that forms an imperative duty of a British government, at least at present.

been pointed out, in the Memoir above referred to, to be the most suitable for such an extensive country as Canada. Certainly, eleven or twelve positions cannot be thought too numerous for a frontier of nearly one thousand miles*.

District No. 5.

The last division of Canada to be considered includes Montreal Island and the northern shore of the St. Lawrence.

It is evident that as the Americans can never enter into competition with us below the Cascades, as long as we retain the superiority at sea, and the positions commanding the ship-channels of the St. Lawrence, the limit to our means of defending this district is unbounded. It does not, therefore, appear necessary to erect any works for the defence of the island of Montreal †, excepting those batteries opposite the narrow parts of the channel between the isle of Perot, and Ile aux Fourtes or Vaudreuil. The successful attempt to cross in the face of such batteries, we having the command of the lake adjoining, is impracticable.

It is not intended to assert that the United States inhabited by twelve millions of people are incapable, under any circumstances, of gaining possession of Canada which contains only one million; considered as they now are, and thinking as the people do on the subject of Canada and England, they will not attempt it; but if the improbable case is supposed of the conquest of Canada becoming of vital importance to the United States, to ensure which men and resources must be sacrificed beyond a degree ever recorded to have been incurred for any similar purpose, then they must eventually succeed. But even then they must invade the country in winter.

Thus far it has not been taken into account what the change of circumstances between the two countries would be, when the rivers were frozen over, when not only the absolute but the relative strength of most of the military posts would be quite altered. It would not be necessary to take either the Cascades, Nun's Island, Ile aux Noix, or William Henry, previous to a march on Montreal or Quebec. These posts might either be masked or passed altogether, for their small garrisons could not interrupt the communications of the United States' army.

The contest would then be on a fair field, and its result depend on the number and discipline of the men, and the capacity of the generals.

Montreal would be defenceless, as it is an open town; and perhaps it is better to leave it so, because it is too straggling to be secured without works of a great extent, and the neighbouring ground is not favourable for an intrenched camp.

Montreal would, however, be useful to the enemy as winter-quarters; therefore, to retain a footing on the island, and to take advantage of the opening of the navigation, by having a point of debarkation for troops

* Quebec to Amherstburg	Miles.
Amherstburg to source of river St. Clair, about	792
	160
	952

† This is a curious change since Charlevoix wrote ninety-six years ago, when there were fifteen military posts on that island for protection against savages.

sufficient to compel the enemy to surrender, a position should be fortified at the Bout de l'Ile*, capable of holding out till relieved in spring.

During this state of the temporary occupation of Montreal Island, the importance is evident of an interior line of communication with Upper Canada by the north of the St. Lawrence and the Ottawa.

If invasion in winter were anticipated, it would be requisite, at the conclusion of the navigation the preceding autumn, to remove to the Ottawa all the river craft above Montreal, while all below would be best secured in the Saguenay †; they would otherwise be exposed to be burnt or destroyed during any sudden attack.

In the American Quarterly Review of June, 1832, (page 432,) before mentioned, it is stated, that if Quebec should not at once have been attacked last war, "a post should have been secured and fortified upon the St. Lawrence below that city, which would have rendered its communication with the sea unsafe." But any such position would, of course, be occupied by us, in the same manner as those between Quebec and Montreal.

We are also told, in the above Review, "that we (the British Government) must unite in the St. Lawrence a fleet of such strength as would leave little force disposable for the blockade of the coast—probably too little to contend with the American navy."

Certainly no anxiety need be felt in leaving Canada exposed to all the dangers arising from such a fanciful contingency. No great fleet can ever be required in the St. Lawrence beyond what may be employed on the coast, as it is only where a large fleet could not act that the contemplated interruption to the communication with Quebec could possibly take effect.

But the success of the Americans in this enterprise forms the extreme case anticipated in the Memoir already referred to, in which the Saguenay is pointed out as a second line of defence and communication.

Another opinion in this Review relates to the position of the State of Maine, between New Brunswick and Canada. It is evidently founded on those maxims of war relating to interior lines, of which an example is afforded by the situation of Bohemia between Saxony and Moravia, similar to that of Maine between our two provinces, as appears from the description in the "Traité des Grandes Opérations Militaires," by Jomini ‡.

But the advantage due to such lines can be possessed by Maine only if Canada and New Brunswick were strictly on the defensive. Now it does not follow that, because a Canadian war must politically be a defensive one, we are never to cross into the territory of the United States; on the contrary, the assemblage of an army in Maine, from the south, would be a signal for the advance of forces both from Canada and New Brunswick: and so far from the Americans having the choice

* As a commercial site, this will eventually be preferable to Montreal, particularly after the execution of the contemplated improvements of the northern channel.

† This was done by the French, in 1690, during the invasion by Sir W. Phipps.

• ‡ Tome ii. chap. 3.—Les frontières des trois lignes forment presque un angle saillant. J'aurai occasion de démontrer combien cette configuration est avantageuse à la Bohême, quoique Lloyd ait prétendu le contraire; mais il faut observer ici que, par cette position, les Prussiens étaient forcés d'agir sur deux lignes extérieures, tandis que leurs ennemis pouvaient les faire intérieures, ou même n'en avoir qu'une seule."

of the attack of either of two separate armies, they would run the risk of being forced, by both united, either upon the St. Lawrence or one of the British provinces. *

Again, supposing our two armies anticipated in their junction, either of them, hard pressed, could retire to the shipping in the St. Lawrence. But the theory of interior lines is, in no way applicable in favour of Maine, for Canada and New Brunswick have no more connexion with each other, in a military point of view, than if they were separated by a sea: there can, accordingly, be no dependence on a road between these two provinces, as a means of secure communication during war, through the strip of territory* which joins them, hemmed in as it is between Maine and the St. Lawrence, unless the distance from the latter to the frontier were much greater than between a secure position in each of the two provinces. According with these views respecting roads in this frontier, is that now in progress on the New Brunswick side, from the extremity of Chaleur Bay to Métis on the St. Lawrence.

It may here be observed, even if the whole of Maine were ours, in what season and under what circumstances could military supplies be sent to Quebec? In winter, only a slight and tardy aid in troops; while, in summer, the St. Lawrence would be preferable even to a free passage from the St. Croix to Quebec. As the subject of this Memoir involves questions concerning which there must be various opinions, it has to be remarked, that those now advanced can only be considered as the application of some of the ideas of well-known military writers to the localities of Canada. These may be wrong, and, moreover, they may have been erroneously applied; but if the vacillation of the measures adopted last war be borne in mind, it will readily be granted that any system, how faulty soever it may be, is better than none at all.

Canada and the United States have cause for a mutual good understanding: it will be well shown, on our side, by following their example in one respect. Since 1815, they have expended an immense sum† in fortifications on their sea-coasts against attacks from a distance of three thousand miles, (from Britain, of course :) the least we can do, on the Canadian side, will be to fortify more than Quebec, Ile aux Noix, and Kingston, against an enemy within cannon-shot.

While not supine in their own operations, they are not unobservant of ours, as the following extract shows:—

(Atlas Newspaper, New York, July 14, 1832.)

Proceedings of Congress, July 7.

"The only subject that claims our notice is a resolution submitted by Mr. Evans of Maine, calling for information to be laid before the house, at its next session ‡, with respect to the various *defences of the State of*

* This refers to geographical position only; any local advantages which may exist in favour of such a communication must be rendered very evident previous to its construction for any other purpose than the transmission of the mail in time of peace.

† The exact sum can only be assumed at present from that granted in 1831 and 1832, amounting to 1,504,000*l*. Reckoning the same rate from 1815, the total expended would be upwards of six millions sterling!

‡ Which was done accordingly in December following, quoting the proceedings of July 9th, not 7th.

Maine, and the opinion of the Secretary of War of the expediency of increasing the military defences of that State, as well upon the seaboard as upon the line of boundary between the United States and the British North American possessions; and that he also communicate such information as he may be enabled to procure relative to the number and kind of military fortifications in said British possessions, and the number of troops therein."

They have also constructed a military road through Maine to an assumed northern boundary—the boundary in dispute.

THE PORT OF HASTINGS, FROM THE EARLIEST TO THE PRESENT TIME.

THE early history of Hastings, like that of most ancient towns, is not founded on the testimony of records, but on the authority of tradition. The very idea of traditional authority is startling to some minds; and yet if we were to divest history of all the events which have no other foundation, no firmer basis of support, how few of its earliest pages would remain for the instruction of mankind! In the primitive ages of the world, numerous events of the highest importance were handed down by tradition from one generation to another; and those which were grand and imposing were often, like the expedition of the Argonauts, clothed in fable, exaggerated in their details, and embellished in all their objects by the fancy of the narrator, or by the genius of the poet. Notwithstanding this deterioration, tradition embodies a large portion of truth; and although the mind of man is prone to exaggerate facts, and his genius is too apt to fill up the void made by time in the connected chain of dates and events, still to discard its aid would be to commit a violent assault, to make a destructive inroad upon the stock of human knowledge, collected by the assiduity of patient industry; pruned by the careful hand of criticism, and established by the profound decisions of judgment. Far inferior in value to recorded history, its details can add little to the truth, or to the elucidation of the events which history records, and it should never be used as data for the establishment of facts, except in cases where, in the absence of all historical evidence, it becomes the only means through which intelligence can be acquired. It should be discarded when needless; used when necessary, but used with discrimination and judgment.

The towns, and some of the limbs or members of the Cinque Ports, claim the high antiquity of a British origin, and, perhaps, local circumstances tend to favour the justice of the claim in an eminent degree: their situation on the coast was important and commanding, and the great natural strength of some of them, so strikingly evident, as to make it exceedingly improbable that even the Britons should remain insensible to the advantages of stations of such strength and power. These points of remote antiquity have, however, been left untouched by me in the accounts of the preceding ports; not from an entire disbelief in their truth, but from a desire to confine the details concerning each within the limits of recorded history; producing nothing as fact, that

cannot be supported by documentary evidence, and resting the early periods of these once celebrated maritime defences of the kingdom upon the safe and unattackable basis of recorded truth, rather than upon the more curious and fragile structure of ancient tradition.

That a town existed on, or near the site of the present town of Hastings, in the days of the latter Saxons, is certain, because it is mentioned under the names of Hæstingas and Hasting-caster in the Saxon Chronicle; but its origin, and its destruction, are events preserved only by tradition. By some writers Hastings has been awarded a British origin; of course, without any better ground than probability can furnish; while others attribute its foundation to the Danish pirate, Hastings, and say that it received its name in honour of its founder. Whether the first conjecture be true or false, we have not the means of forming a judgment, time having long since swept away all memorials of this early period; and the second, founded chiefly, if not wholly, on the coincidence of names, is of very doubtful veracity, if not entirely fictitious. However, as it refers to a period within the memory of historic records, it becomes a subject for research, and is capable of illustration.

About the year 890* this desperate marauder made France the scene of his rapacious enterprizes, and after desolating the provinces along the sea-coast, as well as some others in the interior, quitted that country in consequence of famine occasioned by his ravages, and appeared off the Kentish coast, with a fleet of three hundred and thirty ships, which entered the river Rother, and sailed up to Appledore. Here he disembarked his forces, and made himself master of the town and fort. Having possessed himself of this strong and important station, and planned his further course of action, he left two hundred and fifty sail of vessels at Appledore, and proceeded up the Thames with eighty sail, to Milton, and then commenced a series of destructive ravages over the surrounding country. But the activity of the pirate was soon counteracted by the vigilance of Alfred, who drove him within the defences which he had thrown up at Milton, and watched him with so much keenness, that feeling himself insecure, Hastings soon deserted this station, and took possession of Bamflete, near the Isle of Canvey, in Essex, which he also fortified after the fashion of the time. On learning the ill success of their leader, his followers whom he had left at Appledore quitted that place with the intention of joining him, and after being defeated by Alfred with great loss, at Farnham, in Kent, the remainder succeeded in reaching Mersey in Essex, and soon after joined Hastings at Bamflete. With increased power, and unabated courage; reckless of new dangers, and undismayed by past defeats, he recommenced his work of plunder, but was again defeated by the Saxons, who took his wife and his two sons prisoners, and so completely destroyed his power, that he agreed to leave the kingdom on his wife and sons being restored to him by Alfred.

We have now traced the progress of this terrible chieftain, from his arrival in England to his final departure; from which it appears, that

* *Chronicon Saxonum*, Gibsoni, pp. 86—93. Florent. Wigorn. p. 55. Francofurti, 1601.

his piratical exploits were confined to the counties of Kent and Essex; and so completely is all proof wanting of his having carried his warfare into any other districts than those just named, that it becomes highly improbable, not only that he was ever at Hastings, but that he even visited the county of Sussex at all. Derivation and similarity are weak and inefficient means for the establishment of historical facts, unless accompanied by other and contemporary circumstances; of these, however, history does not furnish even one in this case that can be dragged into the support of the idea, notwithstanding the marked notice which the compilers of the Saxon Chronicle, Asser, in his *Vita Ælfridi Magni*, and some other early historians, have taken of the progress and devastations of this ruthless barbarian. When the evidence of a witness in support of a case is not of his own knowledge, but founded on hearsay, no case can be made out, as the lawyers say; and the common consequence is, a nonsuit: this, we fear, must be the result of the present inquiry, and the origin of Hastings be still left among the *desiderata* of local antiquities.

With regard to the destruction of what has been called the old Saxon town, tradition ascribes the catastrophe to one of those mighty inroads of old *Uccan*, to which the entire coast of Sussex has been subject from time immemorial; and says, that its site, far to the westward of the present town, now lies buried beneath the waters of the sea. To what degree of confidence this opinion is entitled, there is now no means of judging; for, notwithstanding the magnitude of the event, no record of it has been left to posterity.

Jeake, in his "Charters of the Cinque Ports," when speaking of the first enfranchisement of the port of Hastings, says, "Whether this, or the old town of Hastings be that which was enfranchised and incorporated with the other ports, I leave, as yet uncertain;" thus showing, that he believed in the existence of an older town, and only doubted whether that, or the present one, was first incorporated with the other ports; but as he adduces neither records nor ancient history in support of his judgment, it can only be regarded as matter of opinion, however great his authority on all questions connected with the history of these ancient harbours. If such an event really occurred, it was unknown to the compilers of the Saxon Chronicle, in which ancient and important document the name of this town is frequently mentioned; and as some of the circumstances relating to it are of very minor importance, it is not probable that so dreadful a catastrophe as its total destruction would have been passed over in silence, if known to the compilers; we can, therefore, only conclude, that if the event really took place, it happened at a very remote period of history, and that all the allusions to Hastings, which occur on the Saxon Chronicle, refer to the present, and not to any older town.

Jeake's doubt relative to the first enfranchisement of the town, and its incorporation with the other ports, cannot be solved by positive evidence, because, as it has been previously shown*, no charter, prior to that granted by Edward the First, remains to prove the point. That it was

* United Service Journal, October, 1832, p. 218.

enfranchised in the Saxon times appears, however, indisputable, notwithstanding the doubt which some antiquaries have expressed on the subject; for King John, in the charter granted by him to the Ports, says, "that the barons of the Cinque Ports had, in their possession, charters of most of the preceding kings, back to Edward the Confessor, *which he had seen.*" Here, no exception is made relative to Hastings, which must have been the case had it not been one of the incorporated ports under the charter of Edward the Confessor; for King John was granting a new charter to the ports, as an incorporated body, composed of five chief ports, and many others, as members; and the charters which the barons produced for the inspection of the king, as was customary on such occasions, for the purpose of establishing their claims to certain immunities and privileges, were of a similar nature; and, consequently, must have included Hastings, or there would have been a marked disagreement in the charters, on a very important point,—that of the number of towns enfranchised and included in the incorporation.

The question, however, which still engages the attention, and forms the subject of research among those who feel interested in the history of the ports, is, when were they first incorporated; and when was Hastings included in the charter of incorporation? These are queries which the assertion of King John does not solve, and they will probably remain insoluble till the discovery of some ancient document shall enlighten the gloom by which the subject is surrounded. One of the arguments against the pretensions of Hastings, viz that it is not mentioned in Domesday Book, as a privileged port, whilst Dover, Romney, and Sandwich are so distinguished in that ancient record, may be satisfactorily explained. The argument may be opposed by the remark, that Hythe, one of the most ancient of the ports, and coeval, or nearly so, with the Portus Lemanus, stands in a situation precisely similar; and yet, no one has ever doubted the claims of Hythe, as one of the privileged ports belonging to the earliest incorporation.

Now Hythe, as has been explained in the Number for April, formed part and parcel of the manor of Saltwood, and as the manor constituted the chief object to be described, the port was only mentioned, *inter alia*, as an appurtenance belonging to it. The same method has been observed in the case of Hastings, and from precisely the same causes; as the following quotation from Domesday will show: "In ipso m. a. novu. burg. et ibi lxiij burgses reddentes viii lib. ii solid. min. In Hastingses iiii bungses et xiiii bord. reddet. lxiii sol. De isto m. ten. Roht. de Hastingses ii hid. et dimid. de abbt. et Herolf dimid. hid. Ipsi hut iiii villas. iiii cot. et ii car. Totū. m. T. R. E. valeb. lxx. lib. Modo l. lib. dñiu abbis Hommu. ſ. xliiii. In the same *manor* there is a new borough, and there are 64 burgesses, rendering 8*l.* save 2*s.* In Hastings 4 burgesses, and 14 borderers render 63*s.* Of this manor Robert de Hastings holds two hides and a half of the abbot, and Herolf, half a hide. They have 4 villanes, 4 cottarers and 2 carucates. The whole manor T. R. E. was worth 34*l.* now worth 50*l.* The lordship of the abbot and of the men, 44*s.*" Here the *manor* of Hastings forms the subject of description, and the passage is a parallel one to that formerly given of Saltwood, the two boroughs of Hythe and Hastings being

mentioned as parts of each manor, and as this circumstance does not detract from the pretensions of the first, neither can it be admitted to do so from those of the latter.

Notwithstanding that Hastings takes precedence of all the other ports, there are just grounds for doubting whether it was ever equal to any of them in importance as a town, or in the commodiousness and extent of its harbour. Indeed, the profound silence of history on these points, as they regard Hastings, and their frequent application to the towns and havens of the other ports, is almost conclusive evidence of its comparative insignificance. An act of prowess, worthy of mention, is recorded of its seamen, by the Saxon Chronicle, in the year 1049. Speaking of the appearance of Sweyne off that coast, it says,—“A little before this, the men of Hastings and thereabout fought his two ships with their ships, and slew all the men, and brought the ships to Sandwich, to the king.” The precedence of Hastings, in rank, however, resulted neither from meritorious services, exclusively performed, nor from any superiority, either military or civil, over the other ports: nor can it trace this privilege beyond the Norman times. No—to the fortunate course of events—to the royal favour of William the Conqueror—and to these alone, is it indebted for the station of supremacy which, from that period, it has continued to enjoy. By the especial power of this prince, it was suddenly raised into celebrity and consequence. It was afterwards occasionally honoured with the royal presence; and the whole rape, together with the honour of Hastings, were conferred on the Earl of Err, a nobleman highly distinguished by William, for his wisdom as a counsellor, for the fidelity of his attachment as a friend, and for his valour and intrepidity as a soldier. The extent and value of this gift will be made evident by the certification of his grandson Henry, who, on the levy of an aid, for the purpose of marrying a daughter of Henry the Second, stated himself to be enfeoffed of 56 knights’ fees, in the rape of Hastings, for which he paid forty pounds*. This, however, among the other estates of the family, became forfeited in the following reign, and the rape and honour of Hastings were given, by Henry the Third, to his son, Prince Edward. But the honour or keeping of the castle, was entrusted to Peter de Savoy, the uncle of Queen Eleanor, then in the zenith of royal favour, and in the enjoyment of an almost unlimited influence in the government of the kingdom. It frequently changed owners, after the first forfeiture, but never again returned to the family of d’Err.

Hastings possessed the same extensive privileges and immunities as the other ports; and the conditions of its service, as recorded in the Exchequer, are, “That it find twenty-one ships, at the king’s summons; and in each ship, twenty-one men, able, fitly qualified, well-armed, and well-furnished, for the king’s service: that the summons shall be delivered forty days before the one appointed for the rendezvous: and that when the aforesaid ships and men are come to the place to which they were summoned, they shall remain in the king’s service 15 days, at their own costs and charges; but if the king has further occasion for them, and will keep them any longer, they shall be

* Burrell MSS.

at the king's charges as long as he pleases : the master of each ship receiving sixpence a day ; the constable sixpence ; and all the rest of the men three-pence a day."

Through the genial influence of royal favour, the town, as may be supposed, increased rapidly in extent ; and contained, besides the castle, a priory of Austin canons ; a free royal chapel, within the castle ; an hospital, dedicated to St. Mary Magdalen ; and, it is said, four parish churches, of which two only remain. Of all these public edifices, imperfect, indeed, are the written memorials that have been preserved. If any of them can lay a reasonable claim to antiquity more remote than the reign of William the Conqueror, it is probably due to one or both of the parish churches ; but all researches into the history of these have hitherto proved fruitless and unsatisfactory*. In the absence of authentic history, an attempt has, however, been made to award a Roman origin to the castle, under the supposition that William did not build, but that he merely repaired it. We will first state the facts, and then consider the truth or the probability of this supposition.

It is stated in the Saxon Chronicle, that " Earl William came up from Normandy into Pevensey, on the eve of St. Michael's mass ; and soon after his landing was effected, they constructed a castle at the port of Hastings." Now, as two weeks only elapsed, between the landing of William and the victory which gave him the sovereignty of the kingdom, some writers have contended, (Bishop Lyttleton among the rest,) that the time was too short for the erection of such a massive structure as the castle : that William must have found it there on his arrival : that he could only have put it into a proper state of defence to be useful to him ; and that " as it presents the same kind of thick walls of stone and flint, held together by an extremely hard mortar, mixed with pebbles, as those buildings which are allowed to be Roman, that it was probably the work of that warlike people." Neither Leland nor Camden have noticed the date when this castle was built, nor, indeed, by whom it was erected. But an older authority than either (John Brompton) says, that it was the work of William of Normandy ; but with the same discrepancy as the Saxon Chronicle. The passage, however, which runs thus,—"*Haraldus Rex Anglorum eodum die Eboracum reversus, dum cum summâ lætitiâ pro tantâ victoriâ pranderet, nuncium sibi dicentem audivit, Willielmus Dux Normanniæ apud Pevenesce juxta Hasting applicans, et littora occupans, castellum apud Hastingum construxit* †"—shows very clearly the author's view of this point. Writing in a dead language, he was not so likely to use words confusedly or carelessly, as if he had written in his vernacular tongue. And to use *construxit* in the sense of *reparavit*, would be an error that could only happen under the reign of Bacchus. The sense which was intended to be conveyed by the Saxon Chronicle probably is, that as soon as William arrived at Hastings, he began to build a castle, (an event as intelligible as it is probable, and that John Brompton, who was evidently indebted to the Chronicle for a part of his account, thoughtlessly translated the perfect tense of the Saxon into the same

* Bishop Lyttleton on the Antiquity of the Hastings' Churches.

† Jo. Brompton ; inter Decem Scriptores, p. 95.

tense in Latin, without considering the possibility of the action described, or detecting the error of the Saxon scribe. If this be not the meaning of the passage, then must the castle be of Roman origin, or William must have had the previous assistance of the black dog who used to accompany John Daundelyon, two or three centuries afterwards, and was celebrated for building the castle of the said John, in the space of one night. To enter into all the differences and coincidences between this castle and an acknowledged Roman one, would lead us into an argument too long to be brought within the limits of the present paper; we must content ourselves, therefore, with adducing one, which is the total absence of the long, thin bricks and tiles; which, by contrast of colour, and regularity of disposition among the stone-work, add so greatly to the beauty of the design, and are the never-failing accompaniments of all castellated buildings of Roman workmanship. The absence of these indications is, of itself, sufficient evidence in disproof of all the opinions favourable to this castle being of so remote an origin.

The castle, grand and imposing as a ruin, stands in frowning majesty upon a rocky cliff, 400 feet in height, and has all the characteristics of a Norman feudal military structure. The walls, composed of stone and flint, now fast decaying, and covered with the mould of ages, are of great strength, measuring eight feet in thickness, surrounded by ditches nearly 60 feet deep, and more than 100 feet in breadth. In this castle was a royal free chapel, dedicated to the Virgin Mary, with a dean and seven prebends, to which Henry de Augo, or Err, (Tanner says *,) was a great benefactor, if not the founder. The name of Thomas à Becket occurs among those of the deans. A mistake occurs in the old editions of Dugdale's Monasticon, in which the charter of this fraternity is printed as belonging to the Priory of Austin Canons. In the 5th of Edward the Third, the dean and chapter petitioned the king to repair the castle walls to secure their chapel, which they stated to be "*sita infra claustrum predictum, quod, per frequentes inundationes maris, pro majori parte, devastatur.*" The king granted the prayer of the petition, and also gave them permission to enclose the castle with walls. At the dissolution of monasteries, the 26th of Henry the Eighth, the deanery was valued at 20*l.*, and the seven prebends at 4*l.* 13*s.* 5*d.*, and the whole was granted to Sir Anthony Browne.

Of the priory of Augustine Canons, dedicated to the Holy Trinity, the editors of the last edition of Dugdale † remark,—“No register of Hastings Priory is at present known, nor are the editors acquainted with any impression from the seal of the convent. So complete, and entire has been the decay of this priory, that it may be almost literally said to have scarcely left one stone upon another to repeat the story of its existence. A very small fragment of an old wall, in a farm-yard adjoining to a cottage on the site where it stood, is the only discernible trace now left of it.”

Athelstan, who first regulated the coining of money in England, by law, had a mint at this town; but no specimens have yet been disco-

* *Bibliotheca Monastica.*

† *Monasticon Anglicanum*, c. vi. p. 168.

vered of the coinage; nor of that of Lewes and Chichester, where he had similar establishments*.

The ancient harbour, like the ancient town to which it belonged, is forgotten by history, and has been so completely destroyed, that it may be almost said to have suffered total annihilation. The present town had formerly a good harbour, although the traces of it are few, and not always visible. It was formed by a wooden pier, which projected into the sea to a considerable length, "in a south-easterly direction, and from a point below the situation of the Six-gun battery. A violent storm in the beginning of the reign of Queen Elizabeth totally destroyed this pier and harbour; and although an attempt was made to re-build the pier, the work was never completed. Camden says, that "Elizabeth granted a contribution towards the making a new harbour at Hastings, which was begun, but the contribution was quickly converted into private purses, and the public good neglected." Considerable progress was made with the foundation of this work, of which several rows of piles, some very large pieces of timber, and huge masses of stone remain, and are often visible at half-ebb. These are the remains which are now known by the name of the *Stæe*; although credulity and ignorance, always constant companions, attach ideas of remote antiquity to them, and profound mystery to the name by which they are designated†. Such is the force and power of the sea on this coast, that a chain-pier would be more suited to it than one composed of solid work, and might be put up at less than half the cost of a similar erection, if built with stone.

Among the other vestiges of the olden time worthy of notice in the neighbourhood are, the remains of a Roman encampment, situated on a hill to the eastward of the town. It was of great extent, strongly fortified, and from its elevated situation, commanded a very extensive look-out; but nothing certain is known as to when or by whom it was formed. Conjecture has given its construction to Vespasian, who was sent by Plinius to reduce the Belgic Britons inhabiting the line of coast from Sussex to Cornwall; but it is noticed only as a conjecture, and not as founded on the slightest degree of authority.

* Annals of the Coinage, c. i. p. 348.

† *Stæe* was a term very commonly applied, in ancient times, to those erections which we now call piers and moles; one of the most celebrated of which, that of Alexandria, is not without its full share of mystery. Ammianus Marcellinus, speaking of the *Heptastæe*, which ran out from Alexandria to the isle of Pharos, and formed the magnificent harbour of that city, says, that it was so named from the belief that it was the work of only seven days, although its length is nearly one thousand paces. Cæsar, however, gives its length as nine hundred paces, and says, that it formed a narrow road-way which joined the town to the island, on which the beautiful light-house was situated in the same manner as a bridge. Different opinions have been entertained on this subject by other ancient writers, which have been collected by Peter Bertius, in a scarce and curious work, "*De Aggeribus et Pontibus hactenus ad mare exstructis.*"

THE FAILURE AT BREST IN 1694.

THE study of history has occupied, more or less, the attention of all persons of education, either to amuse the imagination, interest the passions, improve the understanding, or strengthen the principles. But while a real knowledge of this important department of literature operates in removing prejudices, a slight acquaintance with it is likely to engender very erroneous notions, from the want of candour and care which occurs in relations hastily written, and, it may happen, by party writers. Thus, from the want of a medium like the *United Service Journal*, the exploits of our forefathers have generally been handed down to us according to their quota of positive success; while the cases of failure have been stigmatized as "unfortunate attempts"—"rash undertakings"—or "disgraceful events,"—without our being allowed an insight into the facts of the question. We have been particularly struck with this remissness in Smollett's account of the transaction before us: It contains the truth, but not the whole truth; and a naval writer, as he was, might have paid a juster tribute to the indomitable valour displayed by so many of the land and sea forces employed.

In the year 1693, both the French and English appeared to be pretty tired of the war then raging. After the defeat at La Hogue, Louis "le Grand" was so harassed and impoverished as to remain on the defensive, except in Catalonia; while King William, bearded by the Commons, and raising supplies with the utmost difficulty, was dispirited at the ill success of the expedition to the West Indies, the attack on Rooke's convoy, and the melancholy fate of Sir Thomas Wheeler and his squadron*. Intelligence, however, having been received of the designs of the French upon Barcelona, it was resolved by our government to prevent the junction of the Brest and Toulon squadrons, by despatching Russell to sea as early as the fleet could be got in readiness for sailing; but before that celebrated admiral arrived at Portsmouth, the Brest division had effected its departure from the Channel. Foiled in this project, it was then determined to attack Brest itself; unusual exertions were made to render the expedition formidable; and although Whig principles reigned in their zenith, press-warrants were issued, "without regard to any protections."

The grand fleet weighed and made sail from Spithead on the 30th of June, 1694; and having cleared the land, arranged the plan of operations, at a council of war held on board the *Britannia*, which was attended by seven English and six Dutch naval flag-officers, and four generals of the army. On the 5th of June, Admiral Russell detached a division under Lord Berkely for the destined service, and stood away with the remainder of the fleet for the relief of Barcelona. The combined squadron, which shaped its course for Brest, consisted of 29 sail of the line, English and Dutch, of which 10 were three-deckers; and there were 27 frigates, bomb-ketches, fire-ships, and tenders. A strong

* This brave admiral, who seemed born to misfortune, having been caught by a gale of wind on a lee-shore, three sail of the line and nine other vessels were lost, and the remainder of the squadron disabled. The *Sussex*, the flag-ship, foundered, and all hands perished, with the exception of two Moors, who were providentially saved.

body of land forces was embarked, who were under the command of Lieut.-General Talmash *. The flag-ships were as follow :—

ENGLISH.	
Queen.....100 guns,	Admiral Lord Berkely.
Neptune..... 94	Vice-Admiral Sir Cloudesley Shovel.
Royal William....106	Rear-Admiral the Marquis Carmarthen.
DUTCH.	
Cheuwirsten 94	Admiral Allemonde.
Konig William... 90	Vice-Admiral Vander Putten.
Princess 92	Vice-Admiral Jills Schey.
Captain General .. 86	Vice-Admiral Vander Goes.

On the 6th, the usual formality of a council of war took place, when it was resolved to sail into Camaret Bay, with colours flying, and anchor there, disembark the troops, and wait the event, before standing into Brest water. Major-General Lord Cutts advised landing all the grenadiers, amounting to about 600, a little before the rest of the forces, to reconnoitre intrenchments, and be ready to lead the forces landed to sustain them. This proposition was approved of, and his lordship very gallantly offered his services to conduct the movement, to which Lieut.-General Talmash consented.

Meantime, the enemy having pensioned adherents in our cabinet, had received intelligence of our design, and had taken such precautions, under the direction of the celebrated Vauban, as to render the various positions in a manner impregnable; the sea front of their works was bristled with guns of the weightiest calibre, and strong bodies of cavalry and infantry were stationed in intrenchments at every commanding spot.

On the evening of the 7th, the ships stood into Camaret Bay, with the tide; but as the wind was at N.N.E., they were under the necessity of working up, under a heavy fire from four mortar-batteries and the castle. This was coolly received, and at 7 P.M. the fleet came to an anchor between Camaret Bay and the Bay of Bertheaume, in sixteen fathoms water.

A party of the army and navy officers now reconnoitred the points of attack, and on their report a plan of operations was formed. As the castle was advantageously situated for defending the landing-places, it was resolved that it should be battered by the Monk, of 60 guns, and a Dutch man-of-war of about the same force, while the landing was to be covered by three English, and three Dutch frigates. Lord Carmarthen solicited and obtained the command on this occasion; and Monsieur Moutergis, a person well acquainted with the locality, was appointed to accompany him. The morning of the 8th rose, however, in so dense a fog, that the appointed rendezvous was prevented by three or four hours; and on the vapours clearing off, besides the regular forts, and the new batteries, fourteen squadrons of cavalry were seen posted upon a convenient height on the west side of the bay, in readiness to dash upon any particular point. But these "uncomfortable prospects" did not delay the attack,—for the destined force moved onwards with a resolution and method that extorted the praise of their adversaries. Our

* In Smollett's History of England, this officer's name is spelt *Ptolernache*, but I have followed the orthography of Lord Carmarthen. And in the "relation" of the success of his Majesty's forces at Tangier, against the Moors, "published by authority," in 1680, the conduct of Lieut.-Colonel *Talmash* is highly eulogized.

ships cannonaded the forts and lines with the utmost vigour ; but such was the dreadful fire to which they were exposed, that it was impossible to land the soldiers with regularity.

Voltaire once told an officer, who complained that the services of his regiment had been omitted in a narrative,—that it was enough for him to record that the battle alluded to had been fought : this might answer for pointing a paragraph, or establishing a fact ;—but for those who are desirous of estimating the real merits of a case, the details cannot be too minute. We will, therefore, give some account of this desperate enterprise, from the rare and modest memoir which was written by the rear-admiral, and circulated immediately after his return to England.

“ I also desired my Lord Berkely (tho’ he had ordered the Monk, and Damiaten, a Dutch man-of-war, to go in and batter that fort, before I came in with the other six ships) that he would give me leave to go in with the Monk, and lay her and the said Dutchman in the most proper stations for so doing, because neither of the captains knew anything of the figure of that place, and I could easily return time enough for leading in the other six ships, and place them also to the best advantage : which his lordship granted, and agreed would be very convenient : so, taking my leave of him, I went on board the Charles galley, and hoisted my flag there, he not being willing I should hoist it on board the Monk, because he would have me take the greatest care of posting the other six frigates as conveniently as could be to cover our forces landing, and to annoy (as much as possible) the enemy’s forces, which we had great reason to believe was intrenched on the east side of the bay : so that to have hoisted my flag on board the Monk, to have struck it again, (when ’twas absolutely necessary to have it on board another ship, for leading in the rest to their designed stations,) would have given such encouragement to the enemy, that they would have thought they had knocked down a flag-officer, or that they had done us a great deal more damage than they did*.

“ The six ships appointed to go into the bay with me on this occasion, were the Greenwich, a ship with 54 guns mounted : the Charles galley, with 32 : and the Shoreham, with 32 : and the Drakenstein, with 44 : the Wesep, with 30 : and the Wolfe, with 30 : but the Greenwich (on board of whom I had designed to have hoisted my flag), by reason of the negligence of her commander (whose name is Wegghman), or his cowardice, or both, had disobeyed my orders, and came not near me all that day : so that the best half of the English force in that little detachment was left behind. After I had hoisted my flag, I called together the five captains that afterwards went in with me, and gave them as good a description, by a map, as I could, of the bay we were going into, and how I designed they should be there posted, and what we were then to do, ordering them, with the five ships under their command, to follow at such a convenient distance from me, as that, after I had posted the Monk, and Dutch man-of-war appointed to batter the fort, I might return time enough to lead them into their proper stations.

“ Then I went on board the Monk, it being about twelve of the clock at noon, making the best of my way in for the bay : but it continued yet so calm, that I was forced to get boats to tow us on our way, and as soon as we were separated a little from the fleet, the enemy began to throw their bombs very fast upon us from Point des Fillettes, and the west point of Camaret Bay, and after we were come within three-quarters of a mile of the latter, one of their bombs broke just over our heads, in the Monk, a great piece of which struck through her poop, and two decks more, and came out

* Yet Charlevoix, that intelligent naval historian, says, that the Marquis shifted his flag into the Monk,—an error which proves that he had never met with this passage.

again into the water, near one of the stern-posts on the larboard side in the gun-room, killing two marines of my own company, and wounding a third, which stood close by me on the poop; and soon after (which was about one of the clock) a fine breeze sprung up at north-west, which set us apace into the bay; and as soon as we were come up abreast of the west-point, Camaret fort fired very fast at us; and we being forced, at that time, to stand with our stern right upon it, the shot from thence did us a great deal of damage; they, for a considerable time, having the opportunity of raking us fore and aft (no shot from the fort being thrown at us of a less nature than a demi-cannon,) and we not able to bring any but our chase guns to bear upon them; and after we were pretty well shot into the bay, we were surprised with three batteries firing upon us, which we did not perceive, or know anything of, till we felt their shot: two of which, as we were going in, was on our starboard side, one of three guns, and the other of five; and another of six guns, upon our starboard bow, close by Camaret Church. There was also a redoubt stood pretty high behind the fort and the church, which had five or six guns mounted, but of a small nature. So when the rest of the ships came up, finding all these batteries so extremely defensive against us, I was forced to alter my former resolution of placing them; and after I had brought the Monk and a Dutch man-of-war into the most proper station I could judge, for battering the fort, I was necessitated myself to go on board every particular ship that was following me, to fix some of them, so as to give diversion to those batteries: and the others in the most convenient stations I could at that time get them into, for defending our land-forces (on their approach to the shore) from the cannon-shot: and also to execute our design on the enemies' land-forces, and cover our own on their descent. But I had no sooner parted from the Monk, but the wind came about to the N.E., which then also made it very difficult for me to prosecute my design; but with getting most of their boats together, and towing first one ship, and then another, I made a shift, at last, to post them in such a manner that, I am very well assured, gave great succour to our land-forces, and also a considerable annoyance of the enemy; though not so much as they should have done, had not the wind unluckily come about from the westward to the eastward.

"As soon as we were come to an anchor, Monsieur Moutergis, as well as myself, plainly perceived that the enemy had very advantageously intrenched themselves at every place where there was any possibility of landing; and there was also great numbers of foot drawn behind their trenches, besides some regular troops of horse. And as we were standing into the bay, we saw all those squadrons of horse (which were before drawn up on the high land, on the west side of the bay) riding round, as fast as they could, to the designed landing-place."

During this time, the land-forces were moving towards the shore, in the well-boats; but from the destructive fire to which they were exposed, lost many men, and landed in some confusion, under a little rock on the south side of the bay. Here they were immediately repulsed, for the whole front before them was a line of redoubts and fortified intrenchments, within half musket-shot of the beach. Many brave men and officers fell on the spot, and the general was severely wounded; and in the retreat many of the boats and small craft grounded and were destroyed, the crews being killed or taken prisoners. Some of the men leaped overboard; and Lord Carmarthen, seeing the disaster, rowed over with his 20-oared boat, and resolutely rescued them from death, in the face of the heavy fire from the enemy.

The Monk and the Damiaten, both at their coming in, and after they had anchored, cannonaded Camaret Castle, but with little effect, though the enemy were twice driven out of it. The crew of the Monk, how-

ever, were poor marksmen, and very undisciplined, having been probably swept together under the noted press-warrant which was issued to "Mr." Russell, in the fourth Year of King William's reign, when there was thought to be imminent danger of the French king's making an invasion upon England. At all events, after three hours' hammering without much apparent damage to the stout walls before them, when they saw the repulse of the troops,* both the Dutch and English deserted their quarters, and dived into the holds in spite of the exertions of their officers. What followed, cannot appear better than in the gallant rear-admiral's own words:—

"As soon as I had dispos'd of the poor men I saved from drowning, I went on board the Charles galley, and after, I had been there about half an hour, I saw the signal made for bringing off the ships; and accordingly sent to every ship to get off as fast as they could. But the greatest difficulty I had in all this action was to effect that part; for almost all their rigging was cut to pieces, and most of their masts and yards disabled, so that there was no way left to preserve them but by towing them off with great number of boates, and we had but very few left with this little squadron, by reason almost all the boates in the fleet were forc'd to be made use of for the assistance of the land forces; so that boates being our only remedy, and delay in getting them of most dangerous consequence, and fearing an inferior officer might not be so speedily obey'd, I was obliged to go myself after the pinnaces and barges, carrying off some of the officers of the land forces; and (disembarking some of them) force in as many of the boates as I could procure, timely enough, to tow off the ships, the boates crews being very unwilling to go back to such a hot place, notwithstanding I return'd with them, and then not having enow to imploy in towing off two ships at once. I first clapt them all to the Charles gally, she being the farthest advanc'd into the bay, and the most disabled in her masts, sails, and rigging, and also her rudder having received such an unlucky shot, as made it wholly unserviceable to her. But by this time the Shoreham, whose masts, sails, and rigging were not so much disabled as the rest, by the assistance of two or three boates got out of the bay clear of all. And after I had tow'd the Charles galley so far out as that we had weathered the rock, close by the west point of the bay, I took all the boates from her but three, and clapt them to the Monk. At this time the Dutch man-of-war, (which I had posted with her broadside to the little bay, where our forces attempted to land,) being a great deal to windward of the rest, (and having received very little damage, as being at the greatest distance from Camaret fort and the batteries on the west side,) immediately sailed out without the assistance of any boates. Whereupon her boates, with what other Dutch boates I could meet, I sent to the assistance of two of the other Dutch men of war, which lay on the west side of the bay; and in a short time, tho' they were very much shattered, made a shift to get out. By that time they were out, the Monk had got up her anchors; and after I had given the fort her broadside, (as near as I could in a volley,) the boates being all ready, I made them tow her head round off in that smoke, and so continue towing as fast as they could. No sooner was her smoke dispersed, but the enemy (perceiving her going off) fir'd (I think) more vigorously at her than they had done all the time before, and (her stern lying fair with the fort) what shot then took place in her (raking her fore and aft) did her more damage than she had received most of the time before. She being not far from the west side of this bay, and the wind at E.N.N., and having no sails to make use of but her tow-courses, all her topmasts, rigging, yards, and her rudder also being so much disabled, that she had no steeridge, but what the boates gave her, occasion'd her driving so much towards that shore, so that we were forc'd to make the boates to tow all they could to

windward, which laid them so open to the fort's shot, which the enemy perceiving, fir'd as fast as they could at them; and their shot flew so thick among the boates, that it disheartened their crews, that they gave over towing, and ran all of a huddle under the shelter of the ship, notwithstanding all the officers could say or do to encourage them; so that for their encouragement I was forc'd to go myself in my own boat, and tow in the middle of them, that the ship might be kept from the rock near the point to the leeward of her, towards which she then drove very fast. I had been but a little while among them before a shot struck through a boat on my right hand, which wounded a lieutenant and one of his men, and almost sunk her; and a little while after came a shell into a boat on my left hand, close by me, which killed four men and wounded two more, and sunk the boat, all at once; and this so discourag'd my men, that they all gave over towing, and began to get under the shelter of the ship again, so that I was forc'd myself to fire a musket at them, and to take up another to do the same, before I could make them return to their work.

"With these difficulties, I made a shift to get the Monk clear of this dangerous rock, and brought her off, though she did not escape coming upon it near half her length, where, if she had struck, she would have most certainly been lost.

"After I had got her clear, and out of all danger, there was but one ship left behind, which was a small Dutchman of 30 guns, called the Weesep. I had some time before called to several Dutch boats to go and help her, but finding they had not obey'd my order, I was going myself, when I saw two boats put off from her side; I row'd up to them, to know in what condition she was, and found an English ensign in one of them; who told me the captain, with all his officers and men, were kill'd but what I saw in those two boats; and that the ship had twelve foot water in hold, and was sinking. He said likewise, that half the company he belong'd to, being accidentally left on board with him, were all kill'd but himself, a drummer, and one man more."

As there was no possibility of saving this ship, it was abandoned. A council of war was immediately convened on board the Dreadnought, at which poor General Talmash assisted, when it was unanimously resolved to return to Spithead; pursuant to which the fleet weighed on the 9th, and left the iron-bound shores of Camaret. Lord Carmarthen, whose steady resolution in his desperate duties reflect the highest honour on his character, sums up his narrative in these terms:—

"In this action, all the captains (both English and Dutch) who commanded the ships that went into Camarett Bay, behaved themselves with great gallantry, and particularly Captain Warren, Commander of the Monk, who not only showed himself to be a man of extraordinary courage, but in all kinds behaved himself as well as 'twas possible for a commander to do.

"On this occasion most of the volunteers on board the Royal William offered me their service, which I accepted of, and they all behaved themselves extraordinarily well, and were most of them of great use to me, particularly Mr. Vanbrooke, Captain Chasseloup, Mr. Bonard, and Mr. Dixon (my Secretary).

"Mr. Vanbrooke, during all this action, stuck very close to me, and, in a great many things, was extremely serviceable, both by his advice and otherwise. Captain Chasseloup was with me both in the Monk and Charles galley, in which ships he was often forc'd to do the duty both of Lieutenant and Master; and, without him, (he knowing the place particularly well,) I should not have been able to have posted the ships so conveniently as I did."

"The Charles galley having but one lieutenant on board her, and he so dull a creature that he was very useless, Mr. Bonard and Dixon were forc'd to supply his defects, which each of them perform'd with so much courage and dexterity, that, without them, the Captain would have had no assistance, and the ship have been much more unserviceable than she was. Mr. Shewell, my Chaplain, would needs go along with me likewise on this occasion, and was very serviceable, showing a great deal of bravery himself, and giving good advice, and thereby great encouragement to the scamen."

"Theophilus Hodgson (my eldest lieutenant) went also voluntarily along with me, whose service (had he not been with us at our going in and coming out) we should have much wanted; for besides the service he did in general, when it was hard to find any of the Monk's people that would attempt it, he very readily clapt a spring upon her cable, by that means to bring her broadside to bear on the enemies' fort; and in getting the ship off, he both performed the duty of several officers, as also of a common seaman, during the whole action, he did not only show himself to be an extraordinary stout man, but wonderfully active."

"Mr. Ripley (the Chief-Mate of the Royal William) was also with me, who (after the Master of the Monk was kill'd) did his duty, and was a great help to us in saving the ship. Two young gentlemen, whose names were Tankard and Trow, were also very serviceable on board the Monk in this action; but the latter had the misfortune to have his leg taken off with the very last shot that struck the ship, of which wound he died in three or four hours. The three English and four Dutch men-of-war, that were under my command, have lost about 400 men. The loss that the land-forces have sustain'd, I am not acquainted with, but 'tis reported that the killed, wounded, and taken are about 700 men."

"My Lords Berkeley, during all this expedition, has had a great deal of unusual trouble, by reason of the imbarkations of the soldiers; notwithstanding which, (both by his advice at councils of war, and issuing of orders, which his Lordship has done very methodically,) hath behaved himself (in my opinion) with all the conduct and prudence that could be expected from any gentleman in his station."

"Lieutenant-General Talmash, the Earl of Macclesfield, my Lord Cutts, and all the officers of the land-forces (I think) have shown all the forwardness and readiness imaginable for the attempting anything that was possible to be done on this occasion."

"There are no officers of note (that I can yet hear of) kill'd in this action, but Monsieur Lamote; and Lieut.-General Talmash died the Tuesday following of the wound he received in his thigh; but there are several captains, &c., who are either kill'd or taken,* whose names I am as yet ignorant of."

The expedition was rashly undertaken by the Ministers, and therefore unfortunate in its result. "Had the assailants been double their number," said Lord Carmarthen, "it would have been altogether impossible to have executed our design." But it was not only the force of the enemy and the strength of his fortifications, that rendered our attempt abortive. Treachery lent its perfidious aid to baffle the gallantry of our men; and some rascal in the Cabinet, by giving the French timely notice at what point the meditated blow was to be struck, afforded them the opportunity of preparing for it. But amidst the general indignation which has always followed a failure, from the time of Nicias to the present hour, the public, on this occasion, sympathized with the disap-

* * * This constitutes the "missing" of modern despatches.

pointed warriors; and the fate of the brave general who had fallen was universally lamented.

But, while we admit the general heroism of the united forces on this expedition, there are some awkward insinuations of individual want of courage and address, in the sensible narrative of Lord Carmarthen. And in a petition to King William, in the same year, on behalf of the navy, by William Hodges,—who considers kings on their thrones to be as the sun in the firmament,—it is asserted that “the seamen of England and Scotland have been hearty and truly sincere in the interest of your Majesty and these nations, as any sort of men whatever, having never lost you one ship this war for want of their fighting, if they could but be led on, although there have been so many brave ships lost by cowardice, folly, or otherwise this war, as no age before ever saw the like.” Captain George St. Lo declares, that we were more dilatory than the French in fitting out; and, from several other sources, it is clear that the naval character of the country had received a slight tarnish since the days of Drake, Norris, Raleigh, and Blake. The want of integrity which poisoned the political circles of that day may have pervaded the maritime departments; and we know that there existed loud reproaches against the various abuses to which seamen were subjected. They were turned over from ship to ship unpaid; the victualling was arbitrary and irregular; the weights and measures uncontrolled; medical attendance capricious; and the R was often placed against the names of those who were landed sick. In those times there was no allotment for the families of sailors; while crimps, agents, and all the variety of land-sharks fattened on the spoil, getting “a confounded damnable deal of money out of the miseries of seamen,” —“for they could buy 38*l.* for 18*l.*, and pay down but 12*l.*”

The alleged blemishes, however, from whatever cause they arose, were not deeply rooted; nor did they prevent our seamen from adding largely to the glory of their profession; and as much heroism was manifested at La Hogue, as hath more recently been shown at the Nile, in the Sound, and at Trafalgar.

CENTRAL AMERICA.

1. CENTRAL America, situated between Mexico and Colombia, is one of the many governments formed out of the immense possessions of Spain.

The government of Central America was established in 1821, and is composed of five states, forming a federal government of the republican form.

The republic of Central America consists of the provinces of Costa Rica, Nicaragua, St. Salvador, Guatemala, and Honduras. The city of Guatamala is, at present, the capital of the republic, and Morazan is the president. He has secured that position by his influence with the lower classes.

Central America has been harassed by disputes of parties struggling for power, and it is only in August last the whole republic was in perfect tranquillity.

The population of Central America is reckoned at one and a half

millions, and consists of Spaniards, Indians, and negroes. The Indians are the most numerous, and are, in some places, independent, subservient only to their caciques, particularly along the Mosquito Shore, Bay of Honduras, and on the borders of Colombia, and are called the Cherokee Indians at the latter spot.

This part seems the most favourable for a passage for trade in Central America, and although the Indians are averse to the Spaniards, they evince a friendly disposition to the English who trade with them. Central America does not possess particular attractions for trade, the unhealthy climate of the coasts, and the few natural productions, the semi-barbarous state of the people, and the immense proportion of uncultivated country, render commercial transactions few, in the hands of some adventurers, who go there to collect the woods used for dyeing.

Central America is little known, particularly the coast on the Pacific. The maps are erroneous, placing towns where they should not be, and omitting many ports, known by the persons who trade with it. It appears an English man-of-war is hardly known there, and not visited by one since the revolution, or separation from the mother country. A survey of the coast on the Pacific is much desired, and would lead to a more perfect knowledge of this country. We have at present no minister or resident in Central America; but this deficiency will, we understand, be immediately and effectively supplied. A considerable portion of this country lies considerably above the level of the sea, and where some of the most important places are situated. The climate there is healthy. Central America is that part through which a communication from sea to sea is most practicable, either through the province of Costa Rica or that of Nicaragua; the former could only be obtained by the means of a road, the latter by a water communication, by the river St. Juan to the lake Nicaragua, from thence to the lake Managua, and from the latter to the Pacific.

The distance would be, from the port of St. Juan on the

Atlantic up the river to the lake Nicaragua	..	30 leagues.
Across Lake Nicaragua	.	30 leagues.
From Lake Nicaragua to Lake Managua	. .	6 leagues.
Across Lake Managua	.	6 leagues.
From Lake Managua to St. Joachim on the Pacific	.	5 leagues.

Total from sea to sea . . . 77 leagues.

Such an undertaking, feasible for one-tenth of the money spent in vain by the different Mining Companies, is not likely to be even thought of by the existing government of Central America, or either of the states composing it, as the people neither possess the energy nor the capital.

The enterprise of one individual trading with the port of St. Juan actually got a schooner up the river to Lake Nicaragua, a few years since: it was not found to answer, and she rotted there, and now nothing but canoes navigate the lake.

It is conceived that a communication by a practicable road might be made for a moderate sum of money, say 100,000 dollars, choosing a route through Costa Rica. This province, or state of Central America, although less populous and rich, has had no internal disputes, and the chief of the state has been long in power, and is much respected.

The road would necessarily commence at Matena on the Atlantic, not a very good port, pass up to Cartago and St. Josè, and down to Puerto d'Arenas, in the Bay of Nicaragua on the Pacific. Costa Rica possesses some gold mines in operation in the mountain of Agua Catà, the produce is taken to St. Josè and Cartago, and from thence to the Pacific. The only roads now in existence are mule tracks. Next to the importance of forming a carrying trade from the Atlantic to the Pacific, seems the establishment of a steam communication from Central America along the Pacific, and infinitely more practicable, and within the means of enterprising individuals who would associate for the purpose, and not require a capital exceeding 300,000*l*. The new governments on the Pacific extend from 30° north to 30° south, and are becoming the source of immense traffic with this country; but the trade is to be sought, and taking Callao and Valparaiso as the collecting points, the merchandisc is taken there and distributed according to the wants of the people, and the native produce brought back to those ports and finally sent to England. It is hardly necessary to state that one wind prevails along the whole coast, blowing constantly from south to north; hence the delay in returning, and difficulty and expense attending it.

There is no sea so well adapted to steam navigation as the Pacific.

The following seems to be the means of accomplishing such an undertaking:—

To build a number of steam packets, capable of carrying goods, of eighty or ninety horse power, of a similar construction to the *Lord of the Isles*, trading between Jersey and London.

Nine steamers would be requisite, of which seven would be required to be sent round Cape Horn. This may seem a matter of considerable difficulty, but by forwarding coal to Madeira, Cape de Verd Isles, and Falkland Islands, and passing through the Straits of Magellan, lately surveyed by our ships of war, it could be done without any risk.

The second point to establish would be to obtain coal in Chili, where it abounds, but the mines are little worked.

The third point is to make a road across Central America, in the state of Costa Rica, at the points before-mentioned, merely a good practicable road for passengers. Puerto d'Arenas seems the spot of departure, north and south, and from whence three steamers would keep up the communication to the line leading to California, passing and calling at the principal places in Central America and Mexico, leaving Puerto d'Arenas once a fortnight.

For the southern route, four steamers would suffice, leaving the central port of Puerto d'Arenas also once a fortnight, for Panama, Guayaquil, to Peta, to Truxillo, to Lima, and finally to Valparaiso.

Two steamers would be required to pass between Jamaica and the Main, at the port of Matena on the Atlantic, and sufficiently safe for steamers; when, by the Jamaica packets, merchants might make Valparaiso in one half the time required to get there by Cape Horn; to Central America on the Pacific in one-fourth of the time.

Every facility would be given by the respective governments of Spanish America; already British merchants have much influence, and, protected by our ships of war, no difficulty presents itself but of the ordinary kind.

ON MILITARY COSTUME.

"New customs,
Though they be never so ridiculous,
Nay, let them be unmanly, yet are followed."

SHAKESPEARE, *Henry VIII.*

ACHILLES, poisoning himself in the new Vulcanian arms, which, "light as feathers, seemed to raise into the air that shepherd of nations," and a soldier of the nineteenth century, strapped into his tight and narrow clothing, would present to the eye a contrast not altogether flattering to modern military taste and fashion. But passing over, for the present, the gorgeous panoply brought by the goddess-mother to her fated son, let us just take a look at Agamemnon, more briefly described by Homer as armed and arming for the fight: it will enable the reader fully to appreciate the splendid improvements gradually made by succeeding ages on the military costume of fighting men.

Iris having, by order of Jupiter, beat the *réveillée*, "Arides raised his voice and commanded the Greeks to arm, while at the same time he arrayed himself in splendid mail. First, the shining greaves he fastened to his legs with silver buckles; he then adjusted to his breast the cuirass given him, in token of friendship, by Cinyras, when fame had announced even to distant Cyprus that the Greeks were about to cross the seas in their ships for the purpose of attacking Troy;

'Ten rows of azure steel the work infold,
Twice ten of tin, and twelve of ductile gold;'

and on each side three azure dragons, resembling the arc of Iris placed by the son of Saturn in the skies as a memorable sign to men, surrounded the brilliant gorget. The King next suspended over his shoulders by a gold-embroidered baldrick, a silver-sheathed sword, ornamented with golden nails; his entire person is protected by a shield of wondrous workmanship, bordered by ten circles of brass; twenty brass bosses crown its vast convex; Gorgon, surrounded by Flight and Fear, frowns tremendous over its field, while a three-headed serpent curls in black folds along the silver-embroidered thong. Lastly, the monarch placed on his brows the four-fold helm, crested with threatening horse-hair, and adorned with waving plumes, and seized two strong lances, whose sharp points reflect to the very skies beams of brilliant light. Pleased at the splendid sight, loud shouted both Juno and Minerva, in honour of the gallant king of great Mycena."

And no wonder either; it is exactly what goddesses would do again at the sight of such a king. We have often seen young goddesses, just as pretty as Juno or Minerva could possibly be, smile at a handsome subaltern of infantry or captain of the Life Guards, though the former, in his tight sharp-tailed coat, stiff stock, and flat-topped chako, bore a considerable resemblance to a peeled carrot; whilst the latter was, at first sight, not altogether unlike a frying-pan in plumes and jack-boots. If good-looking men could obtain even a smile when thus arrayed, how much more might they not expect if dressed with soldierlike taste and elegance? Excepting of course the gold, the embroidery, and other finery belonging only to kings

and leaders, together with some occasional lengthening and shortening of the lance or *larissa*, the costume here described remained, as far as we can make out, the dress of the Greek soldiers down even to the battle of *Leucopetra*, the last of their fields. We lately saw, in the Museum at Nuremberg, casts taken from some ancient Greek statues found not long ago by a native of that town near the ruins of *Pella* in *Macedon*; they represent soldiers in different military attitudes, and wearing arms very nearly resembling those we have just described. As beautiful specimens of ancient art, these figures will rank next to the *Apollo*, the *Laocoon*, and the *Venus*; some, indeed, will go near to rival the fame of the *God of Day* himself. The originals are at *Rome*. We were tempted to fancy, or to wish rather, that they might prove to be some of the statues raised by order of *Alexander* to the memory of those of his soldiers who had fallen in battle.

Besides the arms of which we have spoken, the Greek soldiers wore a short oval and well-lined cloak, called *clamus* (*χλαμυς*), the *sagum* of the Romans; it hung over the left shoulder, was fastened on the breast, and made of red cloth, and must, in addition to the helm and brilliant arms, have given a man a splendid and soldierlike appearance.

Beneath the cuirass the Greeks wore a red woollen garment that nearly covered the whole body, and descended from the shoulders almost to the knees; in the earlier ages it was without sleeves; these seem to have been added only at a later period. This *chiton* (*χιτων*), the *tunica* of the Romans, was the *kirtle*, *hoqueton*, and *wamser* of the middle ages, and is the *blouse*, *carter's frock*, and *surtout-coat* of the present day, constituting by far the best, and when properly managed, the most elegant military coat yet devised. How it was clipped away, we shall see by and by.

We pass over the military costume of the Romans, as it was too like that of the Greeks to be deserving any more particular attention. In the dark and middle ages we still find the *chiton* of the Greeks constituting, under various forms and denominations, the principal garment worn by men of all ranks. There was no dress exclusively military; arms alone forming, at a time when every man was a soldier, the only difference between the civil and military attire of the laity, the clergy having a distinct costume.

This union naturally brought the military attire, if so it can be called, even more under the control of fashion than it has been in later times; and pretty figures it must be allowed that the giddy goddess occasionally made of her followers; for fashion, with as little taste, but with as much power as in our own day, seems in those early times to have had far more invention and imagination. We already find *Charlemagne* issuing edicts against short cloaks and different other fashions, and playing over-dressed courtiers various tricks in order to punish their love of finery; such as taking them out to hunt in rainy weather, leading them through bush and brier, where their silken garments were sure to be torn to rags, and afterwards most kindly insisting on drying and warming the poor gentlemen before blazing fires that completely shrivelled up the costly foreign furs with which their gowns were lined; the monarch himself wearing all the time the simple and substantial Frank dress. The Church also thundered to keep

fashion within due bounds, and seems to have been particularly severe on gilt or embroidered shoes, long beards, and flowing locks.

As it is well known that in the *boudoir* we take the lead of all our contemporaries, we must here beg our fair readers not to think us ignorant of the brilliant imagination, so frequently displayed by the ladies of the middle ages in matters of dress, or believe us unwilling to record the countless proofs they gave of their inventive power. We are not writing a history of fashion, but merely exposing its spirit and tendency, in order that the effects it produced may be more readily understood; for we must sometimes judge of the fruit by the soil in which it has been reared: but, were we writing such a history as indeed we propose to do at no distant period, we could bring forward many instances of female taste and splendour, and not a few curious extracts from good homilies, directed against their love of finery and extravagance. We already find St. Bernard, the contemporary of the lovely and fashionable Eleonore of Aquitaine, scolding right fiercely about costly brocades and long trains; and the uncourtly Bishop of Terrouanne went so far as to tell the ladies that if Nature had intended them to sweep the roads, they would no doubt have been provided with a natural appendage for the express purpose. Not only were paints, lotions, and washes already common in Italy in the thirteenth century, but, sad to tell, dyes for the hair, deemed one of the great inventions of our own age, were as much in use then as they are now.

In all these times there was, as before stated, no exclusively military costume beyond the arms worn in battle, on journeys, on occasions of state, or at moments of danger. But when armies took the field, the parties were generally distinguished from each other by some peculiar mark, cognizance, or ornament. Thus, the Swiss wore white crosses in the Burgundian war, and the English always wore red ones. By degrees scarfs came into vogue; they were white in the French and red in the Imperial army. Under Louis XII. every captain of gendarmerie had his particular colour and device which the whole company were obliged to adopt. This was so far altered under Francis I. in 1533, that the men were only obliged to have one sleeve of the uniform colour; and Louis XIII. took away the surcoats altogether from the men-at-arms, in order that the brilliancy of their armour might be fully displayed.

Before proceeding farther, however, we must take a brief, but more distinct view of the dress and armour worn in the middle ages.

As it was generally incumbent on the soldiers, till towards the early part of the seventeenth century, to find their own dress and defensive armour, both varied of course according to the taste and means of individuals. For the most part, however, it consisted of an iron, skull-cap, called *salado* or *basinet*, a shield, a buff coat, a linen doublet stuffed with wool or cotton, called *hoqueton*, to which a coat of mail or brigantine was sometimes added. Such men as wanted these appointments were termed *naked foot*, and received an inferior pay.

The defensive armour of the cavalry, knights and men-at-arms, as the heavy-armed horsemen were called, consisted of a hauberk of double mail, composed of ringlets of iron, linked together like a net, that covered the body; and to it were joined a hood, breeches, and sabatons or shoes of the same construction. The hands and arms were

also defended by gauntlets and sleeves of mail. Commonly under the hauberk, though sometimes over it, was worn a loose garment, called gambasson, which descended as low as the knees; it was stuffed with wool or cotton, and quilted; the use of it was to deaden the strokes of the sword or lance, which, though they did not divide the mail, might without its interposition severely bruise the body. Under or between the hauberk and gambasson, a breast-plate of iron, called *plastron*, was occasionally put on. Over all, men of family wore surcoats of satin, velvet, or cloth of gold or silver, richly embroidered with their armorial bearings. The helmets worn by the men-at-arms were of different forms: some conical or pyramidal, with a small projection called a *nasal*, to defend the face from a transverse stroke; some cylindrical, covering the whole head down below the chin, with apertures for sight and breath; and others in which the face was totally uncovered. Helmets with beavers and visors do not seem to have been in use till the middle of the fourteenth century, about which time the hauberk was exchanged by many for plate armour, so called from being formed of plates of iron. The shield was made of wood, covered with leather, or metal, and ornamented with the armorial bearings of the knights or with other fanciful devices*.

The horses of the men-at-arms were scarcely less encumbered with armour than their riders: their faces and heads were covered with metal masks, called *chamfrons*, from the centre of which projected an iron spike, resembling a unicorn's horn; their necks were sometimes defended by small plates, connected together with chains called *crinieres* or *manafere*; they had *poitrails* for their breasts, and *flancais* for their flanks: they were sometimes made of brass or iron, but generally of jacket-leather.

In the choice, beauty, high finish, and splendour of these offensive and defensive arms and horse appointments, the first symptoms of military dandyism are discoverable; and the old chroniclers relate with delight, that at the siege of Harfleur the *chamfron* of the Count of St. Foix's charger cost 15,000 crowns, and that of the Count of St. Pals no less than 30,000. But, splendid as these men may have appeared, there could be nothing elegant or soldierlike in such stuffed and bolstered figures; and as to uniform, it was of course entirely out of the question.

Though it had been the practice, even in very ancient times, to dress small parties of soldiers or life guards in a uniform manner, the English and Belgians were, as far as we can trace, the first who brought large bodies of men, uniformly dressed, into the field; for when Philip II., afterwards King of Spain, held his entry into Antwerp; in 1549, he was received by 800 horsemen, dressed in violet and crimson velvet, and by 4000 infantry all dressed exactly alike†. The 7000 English who, in 1557, decided the battle of St. Quentin, were mostly dressed in blue uniforms; and those who aided the Dutch at the battle of Nieuport, in 1600, had yellow coats‡. We should rather think that the English troops in yellow coats, spoken of by Meteren, were mostly volunteers with their attendants, dressed in the buff-coat that constituted the half-military

* Grose's Military Antiquities.

† Meteren.

‡ Ibid.

dress of the period. The chivalrous and enterprising spirit of the age induced noblemen and gentlemen, instead of lounging away their time at Florence and Paris, to make campaigns along with foreign armies, to fit out even entire armaments in support of a cause favourably looked upon by the country at large, and to undertake adventurous expeditions for the discovery and colonization of distant countries. There was no Foreign Enlistment Bill in those days; and good Queen Bess, the most truly British sovereign, perhaps, that ever sat on the throne of these realms, knew how to value and call forth in her subjects those high, daring, and adventurous qualities that necessarily constitute the pride and principal strength of empires. The great object of the age, that, without striking one manly blow, allowed the Russians to take possession of the Dardanelles, is of course to repress all such spirit-stirring qualities, for fear of over-agitating the delicate nerves of the gentlemen of the Stock-Exchange—poor fellows!

The Dutch revolution-war brings us down to the period of the fierce and valiant Soldadoes, so admirably delineated in Callot's Military Exercises. There may be seen the heavy-armed spearsmen, with breastplate, tasset, and helmet,—the latter already something improved in shape, and verging a little towards the elegance of the Greek model. There also is the musketeer, called light-armed at the time, from wearing no defensive armour; his left hand slopes the long musket with perfect ease over his left shoulder, whilst with haughty grace he rather leans on than supports with his right the *fourquette* and match. His dress is either a short jacket, and a cloak suspended from the left shoulder, wide breeches, stockings, and shoes with large rosettes; or else it consists of a surtout-coat, (the chiton again of the Greeks,) sometimes fastened with the sword-belt or other band, round the waist, sometimes open. In these admirable drawings we also, for the first time, find the round hat forming part of the military costume. The private soldiers have narrow-brimmed high-crowned hats, decorated only with flowing bands, or one or two small feathers: the officers, on the contrary, wear large sombreros richly adorned with plumes. Armour is already very partial amongst the officers, and shields have entirely disappeared. Our own Highlanders alone continued to use them for upwards of a century after all the other European troops had laid them aside. There is a dashing and independent air about the soldiers of this period, that, though far inferior to the martial elegance of the warriors of ancient Greece, is as superior in point of look to the bolstered and iron-loaded knight and arquebusier of the middle ages, as to the stiff, padded, and pipe-clayed soldier of our own time.

As long as governments merely contracted with captains and colonels to furnish companies and regiments, all arrangements about clothing were settled between the officers and the soldiers they enlisted. A horseman was generally expected to bring his own cuirass, skull-cap, buff-coat and cloak: the infantry soldier brought what he had or could find. It was only when the different states of Europe took to raising troops themselves, and keeping them permanently together, that they gradually introduced a uniform system of dress into their standing armies, such dress being invariably calculated to cost as little and to look as fine as possible; leaving all consideration as to the health, com-

fort, and convenience of the soldiers entirely out of the question. Military costume thus became a matter of first-rate importance, and formed an interesting subject of conversation; its most trifling details rose into consequence, and were watched over with vigilant severity. Frederick William of Prussia, the father of Frederick the Great, led the way in this new career of ambition; and was so particular about dress, that he would most certainly have placed himself in arrest had he discovered that his own uniform deviated in the slightest degree from the established regulation. Following the example thus set them, kings, princes, and all men of rank adopted a military costume: in France and Germany the very postillions ended by wearing uniform. Charles XII. and Frederick II., who both exercised such influence over the minds of their contemporaries, never appeared except in uniform; and Joseph II. not only assumed the dress, but even the manners, of a young subaltern. Military costume thus became a subject on which men of fashion exercised their clipping ingenuity, for invent, it seems, they could not; and a pretty appropriate thing they certainly made of it. All martial men, by degrees, powdered and dressed themselves with such care and attention, that they could, in the end, hardly creep about in their short and narrow regulation-coats, which almost stopped the blood from circulating in their veins. Though singly none of these soldiers would have borne much resemblance to the "King of Men," as described by Homer, yet a whole battalion together looked and moved like one perfect piece of glittering machinery, quite delectable to the eyes of martinet tacticians.

There still existed, a few years ago, a collection of full-length portraits, taken in 1698, and representing a party of Brandenburg grenadiers in the exact costume of the period. As they seem to represent the first complete uniform, and the one on which all subsequent dresses of the kind were modelled, we shall here give an account of them. Men and officers have blue coats and waistcoats, facings of the same, and yellow buttons; the lining is red; and the dress is still made full and wide. The caps are of cloth, something like a short Cattalan cap; not unlike the undress cap worn by the Royals at the commencement of the Peninsular war. It has the arms of the regiment embroidered on a white ground; the rest of the officer's cap is red, that of the private's blue. None of the party yet wear hair-powder. The officers have black stockings, the privates red ones; the cravats of the latter are red, of the former white; all tied with a knot in front. The privates wear their coats (which are only a couple of inches longer than the waistcoats, that reach almost to the knee) open, with the skirts hooked back. Officers and non-commissioned officers, on the contrary, have their coats buttoned down to the bottom. The privates are all armed with muskets, bayonets and sabres, and retain the yellow bandolier; pouches were therefore still unknown. The coats of the officers are richly laced; they have large gilt gorgets, and the black and silver sash still worn by the officers of the Prussian army. This is, taken all in all, rather a portly and comfortable kind of attire. We miss, indeed, the helmet, round hat, and dashing air of Callot's Soldados, but common sense is not yet offended by the miserable fooleries that followed.

About the period of which we are here speaking; when letters had begun to exercise some influence, it became pretty apparent to kings and ministers, that the real and only way for states to remain safe,

and to keep their just place in the ranks of independent nations, was to be strong and powerful; that is, they were to be rich in money and soldiers. History proved that neither honour, justice, nor integrity of conduct, had ever been able to protect the feeble from the aggressions of the strong. The protocols of diplomacy were laughed at, of course, and the exertions of diplomatists estimated exactly in proportion to the number of men supposed to be in readiness to give effect to the representation or demands of the Lord Durhams of the day. This idea, whatever Utopian philosophers may think of it, was not altogether a bad one, had not the new system of tactics that sprung up about the same time led to the belief that military strength consisted principally in well-drilled numbers, and that the great art of winning battles was to make thousands give a jerk with the fore finger of the right hand, exactly at the same time and place. With such views (not altogether worn out yet) the quality and composition of the men was a matter of very secondary consequence,—their number and mechanical uniformity of movement, together with an appearance capable of delighting the eye of martinet princes and generals, everything. The natural consequence of these unhappy notions was, that all governments set about dressing and drilling as many cheap soldiers as possible. To save farthings, at the expense of the comfort, health, and actual utility of the men, became a sign of political wisdom; and the meanness resorted to, even in the latter years of Frederick's reign, would not be credited, had we not seen it surpassed in our own time. At the recommendation of one *Herr General Schneider*, of the Hume school, the skirts of the wide flowing coats, already described, gradually diminished till they were reduced to the little stripes of shalloon bordering the swallow-tails of modern coatees. The large warm waistcoats vanished entirely; and the easy and comfortable worsted stockings, not very martial-looking articles certainly, were covered, or supplied rather, by long tight gaiters that reached over the knee. As these could not be properly tied above the joint without preventing the soldiers from stepping out, the men were, at one time, actually directed to secure them with pins!!! Yes, reader, pins for warriors!—there is authority for the assertion. The breeches, that had formerly been wide, were now, with a view to economy, made as tight as possible; they were also made of white cloth, in order that every spot of dirt might, with the greater facility, be immediately hid under a layer of white dirt, called pipe-clay, a compound that causes a dust and atmosphere more injurious to the sight and health of the men than anything that can be conceived. The inside of a soldier's head was a matter as little cared for then as it is now, but good care was taken that the outsides, at least, should all be alike. The hair was consequently covered with grease and meal, to the great annoyance of Marshal Saxe, who in vain denounced the filthy folly of the practice. This custom was continued in the British army till the commencement of the Spanish war, when it was abolished at the suggestion of Sir John Moore, by the most valuable general order ever issued to the army in our time. White breeches and gaiters maintained a longer battle against common sense, and only died, after all, of a natural death; for in the Peninsula, the soldiers of many regiments were actually forced to drag them about in their knapsacks, with a view, no doubt, to lighten the agreeable load the men had to carry. Nor were our

cavalry altogether behind the infantry, for, to say nothing of the enormous jack-boots, that baffle all powers of ridicule, some regiments of dragoons wore web,—yes, cotton-web pantaloons, as late as the battle of Waterloo.

But to return to the more direct chronological order of the progress of snip-ocracy.

The cravats, delineated in the pictures already described, soon gave way to the stiff leather stocks, that, more than everything else, cramp the exertion of a man in the active use of his limbs. The cloth cap was exchanged for the use of the hat, which had originally (when either very narrow of brim, or looped up on one side in order to admit of the musket being carried on the left shoulder) constituted a neat and rational sort of head dress; it was now, however, looped up on three sides, for no imaginable reason, unless to prevent its affording the slightest protection against either sun or rain; and was, besides, made so very small, that it had no hold on the head, but was tied with a string beneath the *queue*, so that a regular process was necessary for taking it off or putting it on. That the simple fusileers might not have the honour of alone braving the elements with unsheltered heads, the grenadiers were provided with high brass caps, fashioned like a sugar-loaf, which at a later period were exchanged for bear-skin caps, both affording as little protection to the soldier as the cocked-hat, and having only, for the honour of the flankers, the advantage of being a good deal heavier, and better adapted for holding the wind or arresting a man's progress through an underwood.

If the cavalry under Frederick surpassed the infantry in just notions of tactics, as indeed they continue to do to this day, they were determined not to surpass them in just notions of dress, for in costume they contrived to set common sense as much at defiance as the best of their infantry comrades had done. They elevated the cocked-hat of the foot soldier to an enormous height, without bringing it farther on the head, or deriving the least additional shelter from its additional size. They seized with avidity on the bear-skin cap, doubly absurd on horseback, and though they never obtained the brass extinguisher peculiar to the grenadiers, they contrived to metamorphose the neat sheep-skin calpac of the Turkish *Delhis* into a huge muff-cap, wonderfully well adapted, it was thought, to light horsemen, fellows generally six feet in height, who had besides a useless dolman or pelisse suspended from their left shoulder, and were, with a view to active exertions, mounted on small horses totally unequal to the weight they had to carry. In the colours of their coats the European cavalry surpassed the colours of the rainbow; for the pedantry of military dress had spread from the banks of the Spree to the Tagus on one side, and to the Neva on the other. Some regiments had blue, others white or green, some violet, and some even yellow coats. Those in white never came to a halt after a trot of a few hundred yards, without being enveloped in a cloud of pipe-clay dust that completely concealed them from all eyes till a friendly puff of wind or shower of rain again restored the lost warriors to mortal sight.

That battles were won, and gallant actions performed by different armies, notwithstanding these outrageous follies, is true enough; but whether the sufferings they naturally inflicted on the soldiers might not have been spared, and above all, whether more would not have been achieved by men rationally and comfortably dressed, and possessing the

free use of their limbs, are questions that never entered the heads of dandy tacticians.

We are not among the unqualified admirers of Frederick II., but to his honour it must be said that he was not, individually, very particular about the dress of officers: he occasionally gave out an order on the subject, and took up particular fancies for a time, but soon returned to his usual *insouciance*, leaving the tailoring and hair-dressing departments to the care of men whose minds were more on a level with those important branches of the service; and no wonder, for surely no man of high military feeling and genius can ever descend seriously, to occupy himself with the wretched little details so much attended to in latter times. What commanders had ever higher or juster professional notions than Nelson or Collingwood? Yet will we venture to say that neither of them ever placed an officer under arrest for misbuttoning a coat. And where are the men who, on the land or on the ocean, acted more perfectly up to their professional duties than the officers and sailors of the British navy?

The French revolution war produced, if no great improvement, at least some change in military costume, for the *sans culottes* warriors of the Republic could not, of course, dress like the soldiers of kings. But none of their numerous innovations seem to have been worth retaining, for with the empire they gradually returned to the cut-away coats, stiff stocks, tight breeches, long gaiters, and bear-skin caps. That they frequently marched in their great coats, which, from having large, wide, and flapping skirts, were necessarily ill adapted to the purpose, seems a proof that their uniforms were tighter and even more uncomfortable than our own. The infantry *chako*, that, under Napoleon, gradually supplanted the enormous Bobadil hat of the republicans, is not of French but of Austrian origin; it was first introduced by Marshal Lascy, the inventor of the present great coat, after he had tried a small helmet, that, ill looking as it was, had nevertheless some advantages. The helmet of Napoleon's dragoons, the only part of the French dress worth imitating, dates from the old *regime*, and has lately been changed, much for the worse, by the soldiers of *la Jeune France*. The worsted epanulet, that ornament so truly French, and which we are sorry to see finding its way into the British army, dates, in like manner, from the time of the Bourbon kings. We believe that the world are indebted to the same line of princes for the first introduction of the bear-skin cap, which still remains as a brilliant illustration of the military genius of the nation that devised it, and of the age that copied and retained it.

But, it may be asked, can we not, after finding so many subjects for censure, find some also to praise; or make some proposals of our own, in proof of that incomparable justness of taste to which we lay claim? The truth is, that we never made any claim to exclusive perfection in point of taste; the world at large, principally instigated, we believe, by female influence, the only influence, indeed, worth submitting to, because it still keeps the rickety globe somewhat steadily in its course, forced upon us the office of supreme dictator in such weighty matters. We ought, no doubt, to have resisted, but our usual gallantry prevented us from protesting against the award of that charming sex, whose natural generosity of feeling, quickness of perception, and innate scorn of all that is mean, cowardly, and grovelling, alone retain their slaves

(for it is pure folly to talk of the abolition of slavery, as long as pretty female faces and figures are seen and sighed for) in some kind of gentleman-like order. But in the execution of this high office, we are mostly forced to limit panegyric to our fair friends, not unmixed, indeed, with some slight occasional reproof or animadversion: the praise of measures and fashions emanating from high official authority, we are, on the other hand, too often obliged to leave to the numerous class of worthy individuals constantly ready to offer incense at the shrine of power. Still we do not withhold our praise, when justly deserved, from official regulations; on the contrary, we sincerely wish that more frequent opportunities were offered us for bestowing it, and we hereby promise our best thanks to the first authority that shall rid the service of bear-skin caps, infantry and light cavalry *chakos*, the ill-shaped helmet, otherwise so martial a head-piece of the dragoons, the jack-boots, cuirasses, and leather damnable of the life-guards, the stiff leather stocks of the whole army, that, nine times out of ten, prevent the men from coming correctly to the present when taking aim; the worsted French epaulets, together with the tasteless upright feather worn by some corps, and the still more tasteless round dumpling tuft worn by others; as well as to any one who shall contrive to divide equally between the two shoulders the weight of the sixty rounds of ammunition now supported exclusively by the left. Above all, we deprecate capricious and indefinite change in the dress or equipment of the army, tending, as it does, to ever-recurring expense and irregularity.

That the military eye has got accustomed to admire the foregoing articles of apparel proves nothing in their favour. Military eyes admired in succession all the contrivances for disfiguring the human form described in this paper, and when common sense at last rejected them, after they had inflicted years of suffering on the soldier, then, indeed, both military and fashionable eyes wondered how they had ever tolerated such lamentable fooleries; just as we are now astonished at ever having gravely submitted our heads to be covered with grease and hair-powder, and having tortured our limbs in white pipe-clayed breeches and long gaiters. Who ever thought of following the bounds in a hussar cap, or of going out to shoot oppressed with the load of bear-skin inflicted on the head of the unhappy grenadier? And are Russians and Frenchmen more easily dealt with, in field or cover, than foxes or pheasants; or is a man called upon for more active exertions in the chase than in war? Those know, indeed, little of either who think so.

What mortal ever beheld Jack go up, only to the maintop, in any thing like a *chako* and upright feather, or reef top-sails in a stiff leather stock? Yet it is easier to ascend the main-shrouds than to scramble over sharp-pointed palisades, to mount scaling-ladders, or climb up ruined masses of well-defended ramparts. Why a soldier's dress should be as much as possible calculated to cramp his exertions on such occasions we leave to the ingenious to discover.

As to any proposals of our own on this subject, we can only repeat what we had formerly occasion to state,—that the pointing out of deficiencies does not entail upon us any necessity of suggesting the remedies; the full perception of error being in itself the first step towards amendment. But were we, in the few words for which we have alone left ourselves room, to give our opinion of military costume, we should say that it ought always to be adapted to the performance of feats of

strength and exercise, and calculated, as much as possible, to afford shelter and protection against all the chances of wind and weather a soldier is liable to encounter. It should combine with these advantages as much splendour and elegance as is consistent with *rational* economy; it should set off and improve the manly figure of the soldier, make him proud of his appearance, and raise him in the estimation of others as well as in his own; for let prim-faced Wisdom say what she will, even the best of us are, more or less, influenced by appearance.

How all this is to be effected we must, for the present, leave to the consideration of others, prefacing only, that no person destitute of military experience, whether secretary-at-war, general, hatter, tailor, or economist, should ever presume to legislate for soldiers, even as to the form of a button or the colour of a cuff, and for the simple reason that no person unacquainted with war can form the most distant idea of what soldiers have to perform and endure in the various scenes of suffering, danger, and exhaustion which it presents. It should be enough for governments to explain to the military authorities the amount of military duty required for the service of the state, but as to the numbers, quality, and equipment of soldiers necessary for the performance of the duties, that is a point on which soldiers alone are capable of deciding; and all the attempts hitherto made by economists to interfere in such matters, have invariably occasioned sufferings to the men, and melancholy losses of blood and treasure to the nation at large. But as neither history nor experience can ever be expected to open the eyes of blind and ignorant popularity-hunters, we constantly find "the creatures at their dirty work again."

We must not, however, when so near concluding, lose the usual placidity of our temper, and shall briefly end by saying, that we consider the real Grecian helmet as by far the handsomest and best covering for all classes and description of soldiery. It can, of course, be made of various forms and materials, lighter than the graceless chako, which affords neither warmth nor shade, and also far cheaper than the heavy bear-skin cap. It should not be fashioned like the present misshapen helmet of the cavalry, that slopes back close over the head, and offers no shade, but should swell gracefully above the forehead, to the line of which the front of the crest, crowned with high and "threatening horse-hair," should also advance; it ought further to have a full, large peak, both fore and aft, in order to protect the eyes from the rays of the sun, and the back of the neck from the rain; and, to prevent the head from being heated, there should be plenty of space between the soldier's hair and the crest of the helmet, which should admit of being ventilated when worn in warm climates. The present cavalry helmet has been ill copied from the antique, by those who did not know that the helmets represented on medals and coins as sloping back in this manner, were intended to draw over the face in action, having always apertures for the sight, and only rested flat on the head at moments when thrown back for air or coolness. They were the invention of a later period, never worn but on the day of battle, and then exclusively by officers of rank and station.

The coat, however fashioned, should be single-breasted, with one row of buttons, (a single-breasted coat with two rows of buttons is simply a contradiction,) and should be richly laced. Officers should wear two epaulets with or without aiguillette, according as rank and circum-

stances might suggest: the privates all to have the wings formerly worn by flankers; they are far superior to the worsted French epaulets, give a man a square and broad-shouldered appearance, and were exceedingly admired by all the women when the British army first landed on the continent, a testimony sufficiently conclusive in their favour: Serjeants to have the plated scales, or crescents worn by the cavalry, and to be relieved from carrying a fusee; there are already bad shots enough in the ranks; they should have silver lace on their cuffs and collars, instead of the vulgar badge worn on the arm, and should fall in, when under arms, with swords drawn; this we deem raising, in something, the station of non commissioned officers, and those who recollect the war, will allow that no class of men more fully deserve any reward that can be bestowed upon them.

Instead of the present coat, we would further like to see the whole army (the light cavalry and the troops stationed in tropical climates perhaps excepted) attired in regimental frock-coats; they should reach half way to the knee, and be made full in the skirts, that might perhaps be so contrived as to hook back; this *χιτων* of the Greeks, and kirtle of the middle ages being, after all, your only real military dress. Trousers to be worn of course, but instead of the half-boots, the infantry should have shoes and gaiters, as the best boot confines the instep more or less, and though the soldiers themselves prefer the boot, it is owing solely to their general love of dandyism, and to their usual forgetfulness of what they may be called upon to encounter.

The blue undress frock of the infantry officer must be provided with the same scales or crescents worn by the cavalry: the undress cap, with its red, yellow, or green band must, without further delay, be consigned to the flames, as it constitutes with the plain coat and black waist-belt, by far the most depressing and humiliating civil or military dress of modern times. Foreigners, who have heard of the splendid army of England, take our infantry officers, at first sight, not for police officers indeed, but for police men.

The deep study and attention bestowed by so many of our young friends and comrades on the neat or careless elegance of their dress, is a subject of far too great importance to be taken up at the end of an article, but, speaking very generally, we are ready to say, that such attention has our approbation, not only because we hate slovenliness of every kind, and greatly prefer affectation in dress to affectation in manners, but because we willingly encourage all exertion of thought: for habits of reflection once called into action, though bestowed at first on matters of ornament only, may, in the end, be directed to the useful also. It would appear from *Ælian*, (not the tactician, nor his greater far the *Ælian* of the U. S. Journal, but *Claudius Ælianus*, the writer of histories,) that *Xenophon* himself was a sort of Grecian dandy, for he always wore, in the field, a cuirass of Athenian workmanship, a Theban helmet, and a shield made at Argos: such pieces of armour, from the towns specified, being considered in the ancient world not only as the best but also the most beautiful of their kind. Who knows, therefore, whether we may not, by thinking about the fashion of a hat, or the handiness of a cane, hit, some day, on the discovery of a good helmet, and on a well-poised and well-tempered sword, articles, as yet, totally unknown in the victorious army of Britain.

THE JAMAICA STATION *.

FROM THE JOURNAL OF A NAVAL OFFICER.

It is a very common idea among our young naval officers at their arrival in this climate, that the use of spirituous liquors is so extremely pernicious as to occasion, without any other cause, the fatal distemper of the country; and that, to prevent the dreaded effect, it is absolutely necessary to abstain altogether from their use; and, as a means of security, to drink water or lemonade. In almost every case where this absurd notion has been adhered to, the consequence has been, that disease which they wished to evade is brought on from the impaired state of the digestive organs. The first sensation of internal disarrangement alarms them,—their minds become agitated, and their spirits depressed; so that in a short time they begin to fancy that death “stares them in the face,”—and eventually, in nine cases out of ten, they do in reality become sick, and soon fall martyrs to an ill-timed prudence. On the other hand, there are many who, despising the sober dictates of reason, fall into an opposite extreme; and, by dissipation and excess, hasten the close of their existence,—becoming victims to their own imprudence and folly. The total disuse of brandy and rum is as unnecessary as the too free use of those liquors is pernicious.

There is a quality in new rum that acts as a poison on the human system;—the *taffia*, or *taffy* of the sailors, destroys hundreds of those valuable men, whilst employed in the merchant service: the spirit, however, which is supplied to the King's ships is, in general, and indeed ought, according to contract, always to be good; the contractors being bound to provide that only which has been twelve months in the cask. Of this article I do not recollect to have heard any complaints, whilst I have known it of very old and excellent quality. But the wine supplied to our ships, under the denomination of “black-strap,” is execrable stuff; the white wine, brought principally from the Canaries, is certainly far preferable, although to a refined palate it will not “pass muster;” it may keep better in temperate climes, but in this all white wines become more or less acidulated; even the Madeira is far inferior, from this circumstance, to what the same wine would be if drunk in a northern clime: I am speaking of it in the cask,—brought out in bottles, it preserves its good quality, and probably the same may be said of other wines.

After refitting, and completing stores and provisions, we quitted Port Royal, having on board fifty soldiers, which were to be landed at Port Antonio. In our way up we came in sight of those solitary and treacherous rocks, called the Morant Cays, which lie about thirty miles from the land. They are very low, and surrounded by shoals and reefs; many vessels have struck upon them, and some have been wrecked.

We were four days working up against the sea-breeze to our first place of destination. There is no part of this delightful island that presents a more beautiful prospect, if we except the land about Lucia, than the environs of Port Antonio: the extensive line of cultivated lands; the bright verdure of the cane-pieces, bordered with woody hills,

rising in succession, and backed by the lofty peaks of the Blue Mountains, form an association of objects which at once partake of the sublime and the beautiful. It would, perhaps, be difficult to describe, in adequate terms, the 'pleasing' effect this view has upon the mind of a European when he first beholds it, after an absence of some weeks from his own more dreary clime and less imposing scenery.

The transition from a cold and cloudy region to that of a milder one, where all nature glows with the full effulgence of a tropic sun, is indeed very great, and the charms of novelty add not a little to the pleasure felt on such an occasion. To Columbus and his associates the view of the luxuriant isles of the Caribbean Sea must have been enchanting; and the more especially as their minds were unprepared by any previous account to expect such a succession of terrestrial beauty and grandeur, as is displayed throughout this fascinating archipelago—surpassing even the fine islands of the Ægean sea, and the scenery of Columbus's own native land in the Bight of Genoa. The mention of this great man's name draws us into the contemplation of the achievement he accomplished; perhaps one of the boldest, under all circumstances, that man ever undertook and successfully performed: yet some have endeavoured to detract from his merit. One thing is certain—it is much easier to condemn than to perform;—but even admitting that there was some foundation for the account of that illustrious navigator having received information of the situation of the *new world* previous to his undertaking the voyage, it could diminish nothing of that respect and admiration which all men must feel for the bold and determined spirit of the seaman, who, in those days of comparative ignorance, pursued his course through an unknown and vast ocean, in defiance of storms and the rebellious conduct of his crew, with unshaken fortitude and perseverance, until he had accomplished the great object of his great mind! Even in our times, when the sailing through unknown seas has lost much of its terrors, we cannot recur to the circumstance of the discovery of America *, without an involuntary feeling of applause, in which it is admitted, without a question, that the brilliancy of all subsequent discoveries are eclipsed! However just, therefore, the praises bestowed on the crowd of illustrious names which have since been recorded as maritime discoverers—from Magallanes down to our enterprising countryman, Sir W. E. Parry—still the name of Colon must ever stand foremost—

“ He best deserves the palm who wins it.”

I had an opportunity of witnessing lately the delight experienced by several young gentlemen, who for the first time had been in this clime, on going on shore at Port Antonio. The boat had to sail three or four miles through an uneasy swell before she reached the harbour, having left the ship in the offing. During the approach, the distant view was greatly admired; but there was no exclamation of surprise and admiration until the boat had fairly entered the calm bosom of the harbour,—then it was, on the sail which had obstructed the near view being lowered, that a burst of admiration escaped the whole party, in which I heartily joined, although I had before often witnessed the scene: from

* Which, in justice to the memory of one of the greatest men that ever lived, should be changed to Colonia.

long absence, however, its features had been somewhat impaired in my recollection ; a material alteration in the barracks having lately been made, may have prevented my immediate recognition, but they soon became renewed after the first view. Just without the harbour, a long narrow canoe came close to the boat ; in her sat a tall and well-looking mulatto man, two youths of lighter complexion, but evidently not white, and two blacks : these were the pilot, his two sons, and two slaves. The dexterity with which they managed the frail canoe was admirable, and drew forth the praise of the new comers. Our boat passing over what is here termed " white water," where the bottom was plainly seen, and close to the breakers of a reef, gave a little alarm to our young landmen, which served to draw their attention until the whole scene burst upon them in all its tropical magnificence and beauty. The cocoa-nut tree, of which I have already spoken in praise, was the first thing that claimed their notice ; many of those trees hanging obliquely from the brow of the cliffy shore, and their feathery tops rustling in the breeze, whilst in the boat immediately below not a breath was felt. The tasty and picturesque style of the buildings ; the flower-bearing trees and shrubs, all beautiful to behold ; the rustling of the canes ; the song of the seamen on board their canopied ships, and the assemblage of black faces on the wharves, waiting to catch a view of the strange *buckras*—were objects and sounds at once novel and interesting to our new comers. Almost the first remark that was made, after gazing around them, was on the beauty of some of the young negresses, and the graceful step of the fairer mulatto. Our voyagers had had no idea that a black face could be handsome ; on the contrary, they had always considered in imagination that it was not only " as black but as ugly as the devil ;" they were, therefore, most agreeably surprised. The next remark, which was general, was on the cleanly appearance, and cheerful countenances, and happy condition of every negro seen, (in number about one hundred)—a contrast most striking with the filthy and wretched appearance of the working classes of England and Ireland. One of the gentlemen, a native of North Britain, could scarcely credit what he saw with his own eyes ; his mind having been biassed in an extraordinary degree by the grossly exaggerated, and in some instances false, statements in the pamphlets so industriously disseminated by the anti-slavery societies at home. He very justly observed, that if those who enrolled themselves on the list, from a conviction of all being true which has been stated by *les amis de noirs*, were to come and view things as they really are, their ardour would be cooled in a very short time, and their benevolence be turned into a more legitimate channel, nearer their own doors, where in fact it is more needed.

The land about Port Antonio was the first I saw near enough to distinguish its features, when I came to this station in the year 1802 ; and the impression of delight I then experienced, at the rich and magnificent scenery that lay before me, is quite fresh in my recollection,—it seems but as yesterday ; and the recollection brings back much of pleasure, mixed with no small portion of pain. We may review the endearing associations of times gone by, but cannot recall from the tomb the friends and companions of our youth.

I know not if others have made the same observation, but I found, on

many occasions, that the scenes and places I had seen in my youthful days, when reviewed after a lapse of years, have appeared much less in space and extent than my recollection had led me to believe. The same in distances of places; for I have found that in going over the same ground, trod many years before when I was a lad, the distance was much shorter than I recollected it to have been. After manhood, my recollections did not err in like manner when reviewing scenes I had seen before; and it is singular enough, that the memory should be stronger with respect to the events and occurrences of early life, than those of a maturer age. On entering Port Antonio, after a lapse of twenty-two years, I was greatly astonished at its smallness, appearing a mere cove to what my recollection had formed it—a spacious basin!

Having disembarked the soldiers, we stood across for the Cuba shore, and next morning saw the land about Cumberland Harbour. The appearance of the coast is here very remarkable, forming in hummocks or small round mounds, of a reddish-brown colour to the eastward; and to the westward, a low sandy beach of a few miles in extent, with high land in the interior. This harbour, noted for the unsuccessful expedition of Admiral Vernon, is justly considered one of the finest in the world; the anchorage is spacious and secure, with from ten to thirteen fathoms water. There are many lagoons running into the interior levels and intersecting the hilly parts; those to the N. and N.W., are the most extensive. At the head of the latter, about twelve miles from the anchorage, is a small river, where water for a ship's use is obtained. This little stream has a bar of mud across its entrance, which, as we were unacquainted with the fact, caused our watering-party a great deal of trouble. Having passed it with light boats without obstruction, we were a little annoyed on returning with them laden, to find our egress stopped. The fact was, that we had arrived at high water, and were departing when the tide was low; but as the rise and fall of the waters in this part of the world are so trifling as seldom to attract attention, we had not in this instance given the subject a thought. Experience, however, taught us the utility of bestowing a little more care in these matters, as we found, that although rising but eighteen or twenty inches, that was sufficient to admit our loaded boats passing the bar without obstruction. On the first occasion we were obliged to throw overboard several full casks, and after passing the bar, to parbuckle them inboard outside of the *lade* of the river; which was not a very agreeable duty, surrounded as we then were by several very large alligators. These unsightly animals are met with, generally, basking on the fresh-water about this place; indeed, they appeared to be as much at their ease in the salt-water; we saw them two or three hundred yards from the entrance to the river in the lagoon, lying like logs upon the surface; and whilst we were in the water getting the launch over the bar, I kept three of the largest of these animals that were near us, in play, by heaving bits of sticks towards them, which they snapped at as a water-dog would have done. I must acknowledge, however, that I did not feel altogether at ease in the vicinity of such dangerous company. Before we had completed our task, I caught a young one, about four or five inches long, which had been playing between my legs; it slipped from my hands, however, and escaped.

After passing the bar, the water deepens to ten or twelve feet; but it is necessary to proceed some distance up to obtain it sweet and unmixed with that of the sea. The entrance is hid from view by the luxuriant foliage of the mangrove trees that border its banks, so that a stranger will not easily discover it; we found the white curlews the best guide, as these birds, in great flocks constantly hover about the entrance, and often are seen perched on the branches of the trees in that particular spot only, probably watching for the small fry driven out by the current of the river. The difficulty of finding the entrance, and the passing of the bar being accomplished, another presents itself: the narrowness of the stream and the overhanging bows of the mangrove prevent the oars from being immediately used. The utility of providing all boats with paddles as well as oars became here very apparent; but being without any, the hand was substituted, until we had advanced a few fathoms farther up, when we availed ourselves of innumerable pendent stalks, which shoot from the upper branches of this singular plant, and like those of the *Ficus Indicus*, or banyan tree of the East, strike down to the earth, and there taking root produce a succession of new trunks, which in time throw out branches, and by these means those interwoven groves, which line the banks of rivers and lagoons in this country, are formed. These appendices afford you the means of propelling your boat forward with as much expedition as by the aid of the oars, the crew standing upon the thwarts, and passing them from hand to hand. To these extraordinary shoots the sailors affixed the term "bell-ropes;" and, to do them justice, in this instance it must be acknowledged that there is a striking resemblance, many of these aphyllous appendages hanging twenty and thirty feet perpendicularly, perfectly smooth and without joints.

I had never before, nor have I since, entered a more secluded and romantic stream, or indeed, every thing considered, a more extraordinary one: the branches of the border trees entwining, form a complete canopy overhead, and throw a sombre shade around, which is only here and there relieved by the enlivening rays of the sun penetrating through little pervious openings. Such is the first part (or more properly speaking the last): higher up, the river widens, and the trees no longer overlap above. All is here still;—the "death-like silence" and the "dread repose," were particularly striking to us as we entered from without, where a rough sea-breeze was blowing; the sudden change from the frothy lagoon, and the effect of a high wind, to the smooth calm surface of this Rio Esccondido, where all was quiet, lonely, and dark, excited a burst of admiration from our party. In these deep solitudes, Echo has taken up her peaceful abode: sounds, the most trifling, are heard repeated in every direction; and the merry voices of the wooding-party we had landed, reverberating through the recesses of the forest, seemed to animate into life and song the very haunts of Muta herself: the wood-pigeon, the macaw, parrot, and parrotet, in full chorus, now began to proclaim aloud their domain invaded! The sturdy stroke of the axe, multiplying its sounds throughout the woody entanglement, told that the work of destruction had begun; and the hollow-rolling reports of the deadly gun, spread far and near on the vibrating air,—the repelled sounds increasing almost to infinitude,—sealed the doom of many an innocent tenant of the grove.

The sailors of our men-of-war, who seem to have a licence for affixing strange names to things and places, have thought proper to call this stream the "*River Sticks*,"—but the officers, in refinement of this simple but comprehensive term, have used the poetical imagery, and dubbed it the "*Styx*,"—the Lagoon, the Stygian Lake. The alligators they have likened to Old Charon and his crew, and the musquitos to the tormenting imps of the infernal regions! As far as the river is concerned, the comparison is an unhappy one,—some bituminous lake, with its lethargic stream issuant amidst the dark and lowering rocks of some part of the burning coast of Africa, or of Caraccas, might realize the poet's dream or mythological mystic; but the most poetical imagination, I ween, could scarcely trace to itself a more romantic, and, I may add, fascinating picture, than this delightful and secluded stream presents. So much for impressions on opposite imaginations. I made several excursions up this river, and always returned highly pleased, although much fatigued; indeed, I may truly say, that in the heyday of youth, no fatigue, no obstacles could restrain me when once on terra-firma, from enjoying, in all the buoyancy of elevated spirits, what to my mind was then the height of felicity,—a run on shore amidst nature's wildest scenes:—not a tree or a flower,—a rare bird—or an unknown insect—nay, even the very pebbles themselves, ever escaped me; and I had often to withstand the jests and jokes of the staid old hands, on discharging my precious cargo of stones, shells, flowers, &c., from my pockets, bosom, and hat, upon the mess-table; but I could endure anything, as long as I had my "fling," and it was not a little that could disturb the equanimity of my temper upon such occasions:

" Still to ourselves in every place consign'd,
Our own felicity we make or find."

In one of our visits to this river, we penetrated several miles through the woods by a beaten pathway that led us to a small hamlet or settlement. These habitations were constructed with the bamboo, and the prickly-pole, and thatched with the leaves of the palmetto*; the principal building was situated in the centre of an area of about fifty acres, in the form of a circle, and the inferior huts, scattered about without order; the whole surrounded by an almost impenetrable forest. A few patches of Indian corn and Guinea grass were seen in this space; but the greater part was overgrown with weeds; among which the splendid scarlet and yellow flowers of the wild ipecacuanha (*psychotria emetica*) overtopped the rest; and near an old hut I perceived the white trumpet-shaped blossom of the stramonium, so celebrated on account of its narcotic quality. In this secluded spot reside several Creole-Spaniards, and a few negroes, who are employed in rearing cattle, an occupation

* The bamboo is extremely useful for many purposes, and, with the exception of a want of fruit, is equally as valuable as the cocoa-nut tree. Lord Moira tried its growth in Ireland, but I have not heard whether it succeeded. The prickly-pole is a small kind of bastard palm, slender, and full of prickles; its berries supply food for the wild hog; the wood is hard, externally, very elastic, and has the appearance of whalebone; it is very durable. The palmetto or palmato royal, thatch-palm, is a dwarf of its species, rising from eight to twelve feet; the leaves are spread out in the shape of a fan, and are used for covering the roofs of cottages; the wood is imperishable in sea-water.

which gives no further trouble than what arises from active exercise,—the savanas supplying the animals with food, without culture or care, and the woods, shelter. The cattle which are thus reared in a perfectly wild state, are small, and are difficult to be transported to the ships in the harbour; but it is probable the furnishing of vessels of war with them is a mere casual speculation, and that their principal traffic is carried on with Santiago, where thousands are annually shipped for Jamaica.

On our return through the woods, we saw a very beautiful bird of the pheasant species, resembling much the American argus; and a great many rain-birds crossed our path; these are very tame, in consequence of never being molested; for, like our robin, it is a privileged bird,—not, however, from any traditionary superstition attached to its nature, but simply because its flesh is not considered eatable; they are common in Jamaica, and are a great ornament to the thickets. In shape and flight they resemble the English magpie, but the colours are very different, being a mixture of reddish-brown with white.

During the ramble the fowlers were not idle; and on reaching the river, about noon, a spot was cleared and a fire lit, preparatory to the stock being sorted for cooking. The supply was rather miscellaneous, consisting of a racoon, which had been mistaken by an Highland Mid. for a hare; several parrots, parroquets, pigeons, ducks, curlews, &c. after having been nicely plucked, cleansed, and well-rubbed with lime-juice, and put into an iron pot,—the party strolled into the wood in quest of sticks to replenish the fire; the wild dogs in the mean time, however, having scented the good fare, made a “clean haul,” so that we were all obliged to sally forth again and commence the work of destruction anew; half an hour was sufficient time to replenish the pot, and we sat down to a most delicious hodge-podge, that a city alderman might have envied. On the borders of the Savanas we found many large mahogany trees, which at the time bore a large quantity of capsulæ: this tree is very large and spreading, growing to a good height. In Jamaica, the bark of the mahogany is used as a substitute for the Peruvian bark, especially in healing ulcers of the legs. Our naval surgeons are not generally aware of this; and, indeed, of the uses to which many of the medicinal herbs and barks are effectually appropriated by the natives.

The eyes of most of the party, during the rambles, were directed along the skirts of the forest, in hopes of espying one of those beautiful trees, deservedly termed the “Queen of the Forest”;—the royal palm or mountain cabbage-tree. This elegant production of the tropic region, often exceeds one hundred and fifty feet in height*, straight, and without branches; the leaves shoot forth from the summit, in the graceful shape of the ostrich feather, and form a very beautiful vegetable plume; immediately below this there is a bright green bulb, perfectly smooth, that encloses the cabbage so much prized by sailors, and which is, doubtless, the young tender leaves in embryo; this part

* Mr. Ray mentions one of these trees as reaching the extraordinary height of two hundred and seventy feet. At the Havannah there are many, I have no doubt, two hundred feet high; the numbers scattered over the land in the environs of that celebrated place are exceedingly great, and add a very singular feature to the landscape.

is white, has a sweet and nut-like flavour, and may be eaten raw or boiled; but I think it is more acceptable as a pickle; delicate and agreeable as it is, it must, however, be obtained at the expense of the whole tree, as it is requisite to cut that down before the cabbage can be procured; and if we may judge from the growth of the cocoa-palm, many years must elapse before another arrives at maturity to supply its place. In these wild and unsettled forests, it is, perhaps, a matter of no consideration to displace two or three of the many that are within reach; but in any cultivated space where they may be found, it would be, I conceive, a very Gothic act to cut them down merely to obtain the cabbage; indeed, they are so universally admired, that the planters, when clearing their woods for cultivation, leave this tree to grace their plantations. In the vicinity of the Havannah, there are thousands of that class, known by the name of the Barbadoes cabbage, and are peculiar, on account of the trunk bulging out a little distance above the root; it appears not to have been indigenous to Jamaica, the seeds having been first carried thither by Admiral Knowles. Our party succeeded in cutting down two or three of these trees, and the cabbage was served up to the crew in a variety of ways.

The vernacular name of this fine harbour was *Guantanamo*, which was changed by Admiral Vernon to *Cumberland*, in compliment to the old duke of that name; the entrance channel is bounded on the east side by high cliffs, and the ground is rocky all along this line for the distance of a cable's length out; within the cliffs which terminate the channel, there is a white sandy beach, called Fisherman's Point; the hill which rises from this level, is covered with shrubs that afford good broom-stuff; an article so necessary in the internal economy of a ship, that the remarks which are made by officers are considered incomplete, without a reference being given to the exact spot where bushes proper for besoms are to be found. I have been often amused during my term of service with the lively interest which an old first-lieutenant, a mate of the lower-deck, and a day boatswain's-mate have individually taken in the important articles of brooms, holy-stones, and sand; and in honest truth, let the motive be what it may that energizes the minds of those influential officers, whether proceeding from habit or from the more laudable desire of keeping the ship in a perfect state of cleanliness, much of the comfort and the preservation of health among the inmates of the "floating castle" depend thereon.

In the forest around the first lagoon from Fisherman's Point, abundance of fire-wood may be cut; this is another of those articles essentially necessary on ship-board, (indeed, where is it not?) but especially in this country where there are no coal mines. I recollect having a good ducking in this lagoon; on proceeding up to its head to receive the wooding party, I happened to espy a small green turtle apparently asleep on the surface; in my eagerness to seize the animal I over-balanced myself, and made a complete "somerset" in the water, but did not relinquish my prize; on our return a very short time after, and not far from the spot, we descried the long dorsal fin of an immense shark just above the surface; the boat-hook was prepared, but as the boat drew near he disappeared, and we saw him rise again at some distance astern; I considered my escape as most fortunate, and I took a lesson from the occasion to be more careful when again catching turtle.

A leak in the deck over the sail-room had so injured the sails that the ship was detained in this place much longer than she otherwise would have been: we were not idle, and indeed more successful perhaps than if the ship had been at sea; the boats and a prize schooner, armed as a tender, were particularly fortunate in re-capturing vessels; the privateer that was so civil as to throw this prize-money into our lap belonged to the celebrated Captain Love, and was afterwards unsuccessfully engaged by the tender; and the boats of the ship endeavoured to cut her out of Escondito, but failed, from getting aground.

Before quitting the harbour I went up Augusta river with the purser and a party to procure bullocks for the use of the crew. This stream, which discharges itself not far from the western point of the entrance to the harbour, in its first course comes from the N.W., but where it becomes navigable for boats it inclines nearly east until it reaches the sea. The banks, like most tropical streams situated in uncultivated parts, are lined with mangroves, the wild cotton, bearing a large yellow flower like the hollyhock, reeds and other aquatic plants; the contiguous land appeared to be low and swampy; in some of the openings we passed there were large salinas or salt-ponds, but not a spot of cultivated land, nor indeed any traces of inhabitants could be seen. After rowing up several miles we came to the landing-place, just where the river makes a bend, and the banks begin to rise. This spot is singularly romantic and wild; the solemn stillness which prevailed, only interrupted by the plashing of the water over the rocky bed of the river, and the warbling of the birds, afforded us a delight equal to that which was enjoyed on entering the river "of Sticks." Our third lieutenant (a very promising young officer, who died in command of his Majesty's ship —), who had charge of the party, was so struck with the scenery, that he stood rivetted to the spot he had landed upon for some moments, contemplating the beauties that surrounded him, and which, he remarked, forcibly brought to his recollection the romances and fairy-tales that had been the delight of his infantine days. We landed amidst a swarm of humming-birds, moving their delicate bodies from flower to flower, with a quick and tremulous motion of the wing, that made it difficult to catch the exact shape and colours of each individual bird, but there was a predominant colour that was conspicuous in each, and they glistened in the rays of the sun like so many animated emeralds, amethysts and rubies. Several of these beautiful, diminutive birds, many of which were scarcely larger than the humming-bec, were killed with sand, which was substituted in the charge of the gun for shot; and were carefully preserved among other curiosities the lieutenant had collected to grace the museum of some *virtuoso* at home.

Following a beaten path we soon entered a forest, and after a cool and pleasant walk through its mazes, reached the habitations of the herdsmen, from whom we were to obtain a supply of cattle. On entering the principal dwelling we found the proprietor and his companions at dinner, and, judging from the savoury smell of the pottage, their fare must have been very excellent: it was that mixed sort of vegetables and meal made into a thick broth, called "pepper-pot," for which the negroes of the West India islands are so famous, and, in verity, it is a dish "fit for a king," as all those can attest who have partaken of it: the composition is a mixture of yams, tum-tum or fu-fu, (plantains beat

into dough) pumpions, ocrōe, and calliloo, seasoned with salt pork, peppers, thyme, &c. It may truly be said of these secluded peasants that they

"See no contiguous palace rear its head,
To shame the meanness of their humble shed ;
No costly lord the sumptuous banquet deal,
To make them loathe their vegetable meal."

But this is all that can be said for them ; our reception was not very cordial, arising probably from the unpolished state of the society, which, at first view indeed, appeared to be of the plainest and coarsest grade. After their repast had concluded, the purser entered upon the subject of his mission, and it was not long before it terminated in mutual satisfaction.

After much trouble, we succeeded in securing all the cattle in the boats, and were soon after alongside of the ship, wherein they were hosted by the horns, a welcome sight to the crew, and particularly to those in a bad state of health, of which there were unhappily but too many ; their condition was, however, rendered as comfortable as possible by the kindness and humanity of the captain, and the ability and careful regard of the surgeon, a gentleman who, by the suavity of his manners, his talents, and the unwearied attention which he bestowed night and day upon his patients, gained the esteem and admiration not only of his shipmates, but of all to whom he was known on the station ; indeed, I can confidently say that, in the whole course of my experience, I never met with a man that devoted himself with such assiduous industry, body and mind, to the duties of his profession. Among other judicious regulations our gallant captain on joining the ship, proposed that a "sick fund" should be raised, by subscription from prize-money, and stock purchased exclusively for the seamen when ill ; in consequence of this excellent plan being adopted, the poor fellows were provided with every little necessary article their situation required, and if we cannot calculate upon any lives being preserved by this arrangement alone, still it must be admitted that the comforts of the sick were very much increased thereby, and the path of dissolution, to those who were departing, made more easy. It may also be noted here, as an admirable trait in the captain's character, that when an officer was sent on duty without his meal, he gave directions to his steward to provide dinner, breakfast, &c., as it happened, for such officer, to be in readiness on his return. A captain loses nothing by such considerate conduct ; for whilst he lightens into cheerfulness often the most unpleasant and severe duties of the profession, he insures to his own mind self-approbation ;—what greater recompens could a commander desire ?

On a sandy beach, to the westward, we several times hauled the seine with success ; many and various fishes were taken, but the net was twice much torn by the barracoutas and young sharks that got enclosed in it. We found the half of a small canoe hauled up some distance upon this beach ; this was examined by the officers with some degree of curiosity, and the sight created some painful reflections—a circumstance of a melancholy nature having been connected with this log. A midshipman, the son of a lady of title, belonging to a ship of the line on this station, feeling himself unhappy on board her, from some cause or other, was (if I am correct in my recollection) persuaded by the captain's clerk, who was also discontented, to desert from the ship whilst she lay in this harbour ; both,

I believe, succeeded in getting on shore to Fisherman's Point, and hid themselves in the woods until the ship sailed : the half canoe mentioned above was at this time lying upon the sandy spit just named, and it was supposed that, not being able to procure any food on this side, the unhappy youth had got into that fragment of wood, and managed to paddle himself across the harbour to the beach where we saw it, as, in a subsequent visit of his ship, his dead body was found there ; he had most unfortunately for himself landed on that part of the shore which was intersected by lagoons, creeks, and impassable morasses, and which but too effectually prevented his reaching the habitations of the herdsmen : had he landed at or near the mouth of Augusta River, he might in a few hours have obtained relief ; but it is probable that from the exertion he had used, and the want of food, he was too much exhausted to make any further attempt at removal, and that he there resigned himself to his unhappy fate. Some uncharitable reflections were current upon a want of proper feeling in a certain quarter, but whether true, exaggerated, or altogether groundless, I cannot say ; I do not think it proper to mention these, the party involved having long since departed for the other world : those who were on the station at the time may recollect them, and to others they would afford no interest.

Among the wood cut down for fuel was the *lignum vitæ*, which bears a high price in Jamaica, and is a never-failing article of sale in all the markets of maritime Europe ; it being, as is well known, essential in the completion of blocks used on ship-board. The tree is very contracted in its growth, the leaves resembling those of the box, but larger, and not so thickly set upon the branches : it bears many blue flowers. In relating the events of our cruise to a lady of the north side of Jamaica, I happened to mention that I had nearly met with a serious accident in consequence of our having burnt some logs of *lignum vitæ* during the evening watch ; the smoke from which had so strong a narcotic effect upon me as I walked the deck that I repeatedly fell over the cannonade slides, and at last into the waist ; others were similarly affected, until the wood was ordered to be removed from the fire. The lady felt great surprise at hearing that we had used such valuable wood for fuel, and informed me that it was so useful to her as a medicine in lessening the pains of a chronic rheumatism, and so scarce on the north side of the island, that she had sent many miles for a small log, for which she paid several dollars, and observed that I could not have made her a more valuable present than a log of *lignum vitæ* ; being ignorant of its medicinal virtues, and upon trial finding it unfit for fuel, it was either sent on shore or thrown overboard before we quitted Cumberland harbour ; but I promised to lay in a store for the good old lady in our next visit to that place. The timber called "white wood," which, I believe, is the same with Dr. Browne's *bigonia pentaphylla*, is also very common in the forests both in Cuba and St. Domingo ; we cut down several trees for the purpose of repairing the boats, to which use it has no rival in this country, nor perhaps in any other.

JAMES TOGGLE ; A TAR OF THE OLD SCHOOL.

"Mark his condition, and the event; then tell me
If this might be a brother."

"CAN you tell me, Sir, if I am steering the right course for Liverpool?—I arn't quite sure of my reckoning, and am afeard I am a little out of my latitude," said an old man to me, as I was one fine summer's evening enjoying a walk up Hampstead Hill, with that gaiety of mind which easy circumstances and the relief from a dark and smoky office in town are likely to inspire. "A little out of your latitude? you are indeed;—take the first turn to the right, and it will bring you into the great North road."

"Thank you, thank you, Sir," I heard him reply as I passed on.

"A very odd question," said I to myself;—"a man to ask the way to Liverpool who is scarcely three miles from London. He appears lame; surely he cannot think of walking such a distance." To satisfy my curiosity I turned.

There was no mistaking the character; he looked the thoroughbred old sailor;—the neatly-combed grey hair; the deep-seamed, weather-beaten face; the bare neck, with the black silk handkerchief round it, fastened to the breast of his shirt by a silver brooch; the duck trousers and the blue jacket, every seam of which was covered with strips of canvass, confirmed the belief. There was a fire, too, in his eye, an independence in his manner, and, as he walked along, a peculiar rolling of his person, that added to the picture, and confirmed it still more. On a closer inspection, one of his cheeks appeared swollen, occasioned by the quid of tobacco he had "stowed away" there, the juice of which he every now and then squirted on the ground, drawing the cuff of his sleeve across his mouth with evident satisfaction. With a stick in one hand and a small bundle in the other, he hobbled along, and came towards me very slowly, stopping every two or three minutes to cast a look on the way back, and then, as if determined to overcome every difficulty, he started forward again with fresh vigour.

Being devotedly fond of the sea, and somewhat connected with it from having lost two brothers in the service, my heart always warms towards a sailor; and nothing gives me greater pleasure than to listen to their stories, the singularity and numour of which are so perfectly original, that I never lose an opportunity of getting them into conversation. I therefore addressed the character now abreast of me—"This is a fine evening; you seem warm."

"Yes, Sir, I am," wiping the perspiration from his face. "It is time to pipe to supper; I must knock off, and find some berth to turn in for the night, and then I'll start in the morning as fresh as a rigger." "You asked the way to Liverpool; you cannot think of walking there?"

"Why yes, Sir, I do; but I am afeard I shall make a long trip of it, for my old hull is so crazy, that let me crack on all I will, I can't knock more than two knots out of her."

The technical phraseology of his answers delighted me; and as I knew the readiest way to set his tongue running was to ply his stomach, I led him to a seat close by the door of the "Load of Hay," and ordered a pint of porter for him. He laid down his bundle and

stick, gave his trousers a hitch up, and putting his finger into his mouth, with a peculiar turn brought out the huge quid; then wiping the edge of the pot with his sleeve, and with the exclamation of "Here's luck!" he almost emptied it at the first draught.

"What are you going to Liverpool for?"

"Why you see, Sir, I was born in the town of Dundalk, county Louth, which I ran away from when I was a youngster, to go to sea, where I have been, come the 21st of next January, man and boy, these forty years; but this knee of mine is so bad, that I can't get any captain to ship me now. I am not so smart as I used to be; and as I am no longer of any use at sea, I wish once more to see my native town, and rest my old bones there. If I could reach Liverpool, I think I could find some skipper that would give me a passage across; but it is a long trip, Sir."

"What do you intend to do when you get there?—have you any friends?"

"I left my father and mother there. I suppose they are gone by this time; but I heard, when I was up the Straits twenty years ago, that a second-cousin of mine had married a shoemaker, and was well to do there."

"I'm afraid yours is rather a wildgoose chase."

"Never mind, Sir: never say die while there's a shot in the locker. I have often been as hard up before now."

Wishing to draw the old man out, I said, "If you have been at sea for forty years, you must have seen a great deal."

"Lord love you, Sir, that I have!—but things are so altered now, that the *service* aren't at all like what it used to be. Everything gets worse and worse. Everything is iron: they have iron topsail sheets, iron bobstays, iron cables, and iron ships. I only think, Sir, if old Admiral Benbow could put his head up the hatchway, how he would stare,—he wouldn't know where the devil he'd got to. Besides, Sir, it is every one for himself now, and God for us all: all hands are looking out for good berths. I only wish the King would make me first lord of the *ad-mi-rallité* for a day!"

"What would you do?"

"Why, I would have a good berth: I'd make myself boatswain of the Victory directly."

"Ay;—you are not very ambitious."

"Lord love you, Sir! when you talk of the *service*, it is not a bit like what it was. When I first went to sea, we used to have our quart of grog a day; then they served out a gallon of swipes, and now they serve out tea. It may do all very well in peace, but it won't do in war. Only let them Yankees get hold of you, they'll serve you out. Why, Sir," said he, standing up and jerking his arm out with great violence, "they'll hull you, Sir,—they'll hull you, Sir!" And then he became so energetic in his description that he forgot his lame knee, until a twinge, to use his own expression, "brought him up, all standing," and obliged him "to come to an anchor." Another draught of porter set him all to rights. I continued—"You have led a hard life at sea?"

"Now, Sir," said he, giving me at the same time a ludicrous sort of knowing look, "you want one of my yarns; you shall have it. I recollect some years ago, when I was off the Cape of Good Hope in a

frigate, it blew very hard; we were lying to under a close-reefed main top-sail. A man looking out at the fore top-mast head, reported a strange sail on the lee-bow. One of our officers was sent up to see if he could make her out; and what do you think?—when he came down he had not a single button on his clothes!”

“That was very extraordinary; how did it occur?”

“Why, Sir, it blew so hard, that it blew them all off.”

“Pooh, nonsense! you can’t fancy I can believe such a story,” said I, affecting displeasure.

“I axes pardon, Sir; I didn’t say it was true; but it might have been, for what I know. Now, Sir, I’ll tell you what occurred to myself; you may depend upon its being true:—I was on board the very craft, and it happened the very last voyage as I ever took. I was mate of a schooner bound from Vigo to London; she had a cargo of cork. There was the captain, myself, three hands, and a boy on board. One night, when we were off the Eddystone, it was blowing great guns and marline-spikes from the south-west. The captain, myself, and the boy happened to be below, when a sea struck the vessel and laid her on her beam ends. We struggled hard to get on deck, but another sea followed almost instantly, and completely capsized her. Think then, Sir, what a mess we were in! for the cabin filled rapidly with water up to our chins. The captain and myself, as soon as we recovered ourselves a little, contrived to put our heads up the small hatchway that was in the cabin floor, and found we could breathe. The poor boy was drowned, for he slept in a standing bed-place, and could not find his way out. There we remained, I suppose, for some hours, not knowing whether we were at the bottom or not. All of a sudden she struck heavily against something once or twice, and then remained quiet, only knocked about by the sea. The captain and I never spoke, for we thought it was all up. At last she gave one tremendous blow, which you would have thought would have knocked her in two. As luck would have it, she remained quiet; for we were so bruised and worn out, that every time she struck it seemed to take the very life out of one. After waiting for some time, expecting every instant to go to Davy Jones, the captain spoke, and said, ‘Jem, the water is leaving us.’ It was so dark, that we could not see anything. I didn’t believe him, but we found it easier to breathe. At last, we saw something like daylight at our feet. My eyes, how happy we were! Although we were so bruised and wear from having been so long in the water, we contrived to crawl out, and to our great joy found ourselves on Plymouth Breakwater. It blew very hard still, but luckily it was dead low water: we contrived to make a signal; it was seen by a pilot-boat, which managed to come off, and landed us safely in Cawsand. The other three men, who were on deck, must have been lost. I should never have wanted a friend if that captain had been here. But what do you think, Sir? the very next voyage he took, his vessel was supposed to have foundered and all hands to have been lost, for she has never been heard of since.”*

“You had a wonderful escape.”

* This is a well-attested fact: it occurred on the 24th of November, 1824, during a very heavy gale of wind, which destroyed a great part of the Breakwater, and wrecked above thirty vessels in Deadman’s Bay.

"It's true, Sir; and I always feel down in the mouth when I think of it, for the captain was as good a fellow as ever cracked a biscuit."

"Come, come," said I, "it is the fortune of war;" and, wishing to turn the channel of his thoughts, I asked him his name. "James Toggle," answered he; "but they always call me Jem."

"Now tell me, Toggle, have you ever been in love?"

"Ay, Sir, that I have; but it was many years ago."

The very remembrance seemed to give him pleasure, for his countenance became quite animated.

"I was a young man then," continued he; "I had just returned from a cruise, with plenty of prize-money, and went on shore to have a spree. It was at a public-house a little out of Portsmouth that I first saw Sal. Such a craft, Sir! Could you but have seen her! Such top-lights!—such cat-heads! She wasn't wall-sided: she had a beautiful falling in above her bends, with such a clean run fore and aft, that she looked for all the world like a regular clipper. There wasn't a rope-yarn out of place. Her yards were so square, and her rigging so neatly rattled down, that, Lord love you! the figure-head of the Queen Charlotte was nothing to her. Well, Sir, I boarded her in the smoke, and she struck her colours. I told her I loved her, and she swore to be true to me. Howsomever, Sal had got a father who wanted to top the officer, and, because he kept a grog-shop, said his daughter should never marry a common sailor; she should have nobody under a petty-officer. Now, Sir, I was only rated an A.B.: what was I to do? Sal said I had better go to sea again, and I might be promoted, and then she'd have me. Well, Sir, I agreed to this; and at parting she threw her grappling-irons round my neck, and began piping her eyes so that I felt a little queer, and thought my eye-pumps would go to work. But I put a gold watch into her hand, which comforted her a little; and then clapping my helm hard a-starboard, I gave a broad sheer off and went on board.

"We were out this cruise for eighteen months, and I had the luck to get rated captain of the main-top. So now I thought it was all right, and got leave from the first lieutenant to go to Portsmouth to get spliced to Sal, for we were at Sheerness going to refit. As I had plenty of money, I detarmined to make as short a passage of it as I could, and took a berth aboard of a shore-going craft called the Duncan. We were all ready to start, the anchor was apeak, and only waited for it to strike eight bells: just as I was upon the hind-wheel of the coach, (for I had taken care to have a berth in the after part of the ship,) the clock struck. 'Is all right?' said the coachman: 'All's right,' said I. Away went the coach, and threw me flat on my back in the middle of the road. 'D—n my eyes!' said I, 'who would have thought that thing would have turned round?' at which all hands burst into a laugh. The coachman backed his main top-sail, I mounted aloft, and, after six-and-thirty hours' run, we landed safe at Portsmouth.

"Well, Sir, the first thing I did was to steer for Sal's. Just before I came to the house, what should I see, but Sal rigged out to the very mines, with the gold watch I gave her hanging at her side! She was as merry as a cricket: and was taken in tow by a shore-going fellow, with his long toggery on; in their wake were three more pair. I didn't know what to make of it, but gave chase, and was soon alongside. 'Sal,

my love,' said I, 'here I am, just come from a cruise; I am rated captain of the main-top; so now we'll get spliced as soon as possible.' 'Fellow,' said she! yes, Sir, I recollect the very words,—'fellow,'—said she, 'I don't know you.' I was taken slap aback, my sails were all flat to the mast, when the dock-yard matee, (for I found afterwards he was one) said, 'Be off! this is my wife, and you shan't insult her.' 'Your wife, is she?' said I, 'then here's clear away for action.' I doused my hat and jacket, and gave the chap such a broadside as almost knocked the wind out of him. Two of them began at me, but that I didn't mind, for I thought one sailor was as good as two dock-yard matees any day of the week; but Sal singing out, 'You nasty willin!' clapped her fingers into my hair, and scratched my face so, that I couldn't see; she then held me so tight that the two lubberly matees thumped and kicked me so that I could not move. When I came a little to myself they were all gone. That very night I shipped on board the same coach, returned to Sheerness, went on board, and swore I'd never marry another girl as long as I lived."

"I suppose you have kept your word, and are still a bachelor?"

"Yes, Sir. I love the girls though, and have seen many, a one that I should like to have been spliced to; but, whenever I thought of it, Sal always came into my mind, and I hauled off. Now, only think, the very watch I gave her, to be shipped on her wedding-day, with that picked-up-along-shore matee; wasn't it too bad?"

"It was, indeed."

"Well, Sir! here's better luck still;" and he emptied the second pint of porter.

Here was too good a character for me to lose. I had one more subject: he had been shipwrecked, in love, and must have been in action. To ascertain this point, I asked him; to which he replied:—

"Yes, Sir; the first time I ever was in action was with Lord Howe, on the glorious first of June; and the last time was with Lord Nelson, at the battle of Trafalgar."

"Now, tell me, how did you feel the first time you were in action?"

"Why, I must say, Sir, I did feel a little queer at first. I was stationed at one of the aftermost guns on the lower deck; and after we had been at it a little time, I thought I should like to see what we were firing at. I was but a youngster then; and while they were loading the gun, I put my head out of the port and saw a large seventy-four, which at that instant fired a broadside: one of the shot stuck in the ship's side with such a thump, that I did not know whether my head was on or off! I'll not look out of the port again, said I to myself. On turning round I saw three men belonging to the same gun laying on the deck, all badly wounded; indeed you could hardly tell what they were, for they did not look like men. As I lent a hand to carry them below to the cockpit, I must say, I wished myself ashore. However, when I came to my gun again, I swore heartily that I'd be damned if I would not pay the Mounseers for this, and turned to with a will; we had plenty more wounded, but I cared nothing about it, for before the action was over I had got pretty well used to it."

"What ship did you belong to at the battle of Trafalgar?"

"Why, Sir, I belonged to the Te-me-rai-re, 98, Captain Harvey. I got my knee wounded there; for while we were engaged with a French

seventy-four on the larboard quarter, we saw another Mounseer steering directly for our starboard beam; their rigging was full of men ready to board us. We manned the starboard guns, and there we stood watching; the first leutenant singing out, 'Don't fire, lads, until I tell you.' When she got about a hundred yards from us, 'Fire!' bawled the first leutenant, and we let fly altogether—my eyes, Sir, what a row; we gave her a pretty scrape for tarring. Why, Sir, she laid like a log on the water, and fell right aboard of us; we lashed her fore-rigging to our spare anchor. The first leutenant, with twenty men, boarded her in the larboard main-rigging, and, in less than ten minutes, we had possession of her. In the row, a d—d Frenchman run his boarding-pike into my knee, which I did not feel at the time, but was soon afterwards obliged to be carried below. Those were glorious times! there is no fun going on now; and if there was, I arn't of any use; my old hull is only fit to be laid up; my glass is almost run out; I am a log on the water; my spars are sprung, and I arn't worth going into dock to be refitted. To lay my old bones in my native country is all I wish for."

The old man said this so earnestly, that I became highly interested in his fate, and made up my mind, if possible, to be of service to the old war.

With this feeling, having paid for the porter, I put half-a-crown into his hand, and desired him to remain and sleep at the "Load of Hay," and, instead of proceeding to Liverpool, to return to town in the morning and call at my chambers, giving him at the same time my address, (Mr. Robert Roberts, 5, Lincoln's Inn,) as I thought I might be enabled to send him to Liverpool by some conveyance, which would make the journey easier to him.

The old man stared at me, and put on an incredulous look; but, in about half a minute, his countenance brightened, he respectfully took off his hat, and said, "He was afeard he had been rather free with my honour, and swore he'd carry away every spar in the craft but what he'd fetch my house in the morning."

The whole of the next day passed, and no Toggle appeared. I set him down, therefore, as an impostor. However, on the following morning, my servant came into the room, and said a man wished to speak with me. "Desire him to walk up." "He says, Sir, he would rather not. He looks like a sailor, and asked if Mr. Robert Roberts, Es-qur, 5, Lincoln's Inn, lived here." "Ah!" exclaimed I, "this is my friend James Toggle; send him up immediately."

He entered the room most respectfully, making me a sailor's bow. "How was it, Toggle, that you were not here yesterday?"

"Why, your honour, in going up the gangway ladder, I raft foul of the coamings of the hatchway, and hurt my knee. The next morning I could not stir tack or sheet."

"The truth, I suspect, is, you were drunk."

"No, your honour; I wouldn't tell you a word of a lie for the world; I was not drunk, but I did get a cloth or two in the wind."

"How came you to get so?"

"Why, your honour, it's a poor heart that never rejoices, and when I found my course was altered, and I wasn't bound for Liverpool, I axes your honour's pardon, but I took the liberty of drinking the health of Mr. Robert Roberts, Es-qur, 5, Lincoln's Inn."

"Well, well! don't do so again. By the by, I forgot to ask you yesterday if you had a pension."

"No, your honour, I wasn't launched with a silver spoon in my mouth."

"How is that? your services and wound entitle you to one."

"Yes, your honour; but when I was paid off, my knee seemed quite well; the doctor said it was. Besides, your honour, I was younger then, and was able to go to sea in the marchant service, and didn't care much about it."

"You had better give me a list of the captains you have sailed with, and I will see what can be done for you."

"Here it is, your honour," said he, pulling out a tin case, from which he took a paper; "here is a list of all the ships I have been in, with all the captains' names."

"There is something left behind, what is it?"

"This, your honour," carefully unfolding it, "is my Trafalgar medal. The King, God bless his Majesty! gave it to me, and I will take it with me to Davy Jones. That, your honour," pointing to the medal, "is the picture of Lord Nelson. 'He was a commander! I sarved with him at the battle of the Nile; no better sailor ever walked a quarter-deck; but, your honour, he's gone—gone aloft! where I hope to go too.' Keeping his eyes fixed upon the medal, he exclaimed, 'I'll never part with this!' a tear stole unconsciously down his furrowed cheek, and for a moment he seemed lost in thought. On recollecting himself, he turned his head, and hastily replaced the medal in its case. There was something so pleasing in the veteran's respect for his departed commander, that it confirmed, in my mind, the truth of his story."

Having made the necessary inquiries at the Admiralty, there was no longer any doubt. By dint of perseverance, and all the interest I could command, I at length obtained an order for him to undergo the usual examinations previous to his being admitted into Greenwich Hospital. At our next meeting I asked him how he should like such a berth. "Oh, your honour, if I could only get safe moored there, I should want for nothing else; it is a port I have long wished to bring up in, but never knew how to fetch it. Why, your honour, I have half a dozen old messmates there. There is Bill Clueline, who was quarter-master of the Ramilies; and Sam Rouser, who would spin a yarn as long as the maintop bowline. 'Gad, your honour, if I am lucky enough to get a berth there, I would sing and dance all the day long.' When, suiting the action to the word, he began capering about, forgetting his knee. Of a sudden it gave way, and down he fell with such force, that I thought the very joists of the floor would have broken. "I axes your honour's pardon, but here I am on my beam ends." With some difficulty he rose from the floor, and stood looking at me with the most ludicrous countenance I ever saw; he evidently was afraid that I should be offended. In one hand he held his hat, and with the other kept smoothing down his hair. "I axes pardon, your honour." He could get no further. I took pity on him, and inquired if he was hurt; and finally told him, I thought I had been fortunate enough to procure his admission into Greenwich Hospital. I gave him the necessary directions how to proceed, and assured him he might feel satisfied that on the beginning of the next week he would be admitted.

His gratitude was expressed in the most extraordinary manner. He seized my hand, asked my pardon,—he cried, laughed, and sang, in the same breath,—and finally, made his exit, swearing, as long as he lived he'd never forget Mr. Robert Roberts, Es-qur, 5, Lincoln's Inn.

Some few days after the event already narrated, I had occasion to go down to Greenwich, and took that opportunity of inquiring after my protégé. On arriving at the gate, I asked if I could see James Toggle. The old pensioner who acted as porter informed me I could not.

“Not see him? Why?”

“No, Sir, you can't just now.”

“He is here, is he not?”

“Oh yes, Sir, he's here, but you can't see him. But here's Ben Hawser, he'll tell you more about it. Ben Hawser!”

“That's me,” replied Hawser, with a delicate Irish brogue; “that's me, honey.”

“Come here.”

“Is it me you want?” said the old man, stumping along on his wooden leg.

“Yes, here's a gentleman wants to see Jem Toggle.”

“Is it Jem Toggle you mane?”

“It is,” replied I, “and I wish particularly to see him; I am a friend of his, and must see him.”

“By my sowl then, Sir, you can't.”

I was annoyed, and inquired for some of the officers of the hospital, being resolved to find out the cause.

“Arrah now, softly, your honour,” said Ben, “don't be arter kieking up a row, and I'll tell you all about it, I will. The very day Jem came down here, after he had got his name interred on the books and was appointed to a ward, he came over to the Queen's Head, where some of us were sitting round the fire smoking our pipes. ‘Why, Jem, you divil,’ says I, ‘what breeze has blown you here?’ ‘Well, old Shiver-the-mizen,’ says another, ‘how do you weather it?’ And Jem, your honour, found himself with half a dozen messmates. When we had finished our swipes, Jem, who always liked a drap o' the crater, and who freshened the nip two or three times coming down, says, ‘Now, boys, I'll treat you to a drop of the real; we'll have a double allowance of grog to-day, if I never taste a drop more.’ With that, he calls the girl, and ordered in a good jorum. ‘Hand the slack of it along here, my lass, I'll sarve it out,’ says Jem. ‘Now, my lads, there you are, all your glasses filled chock-a-block.’ ‘What the divil are you at, Jem?’ says I. ‘Never you mind,’ says he,—‘now, my lads, man-handle your glasses—is all right?’ says he. ‘Ay, ay,’ says we. ‘Then drink the health of Mr. Robert Roberts, Es-qur, 5, Lincoln's Inn.’ ‘Who the divil's he?’ says I. ‘What's that to you?’ says he, ‘drink it, or I'll flatten your jib-sheet, and send your head-rails to take a peep at your bread-room.’ Jem, your honour, was by this time getting on a little; so, to keep pace and quietness, we drank Mr. Robert Roberts, Es-qur's health, tho' we didn't know who the divil he was. Well, your honour, as bad luck would have it, in about five minutes Jem seizes the black-jack with the rum in it, and sung out ‘Fill your glasses chock-a-block, and drink Mr. Robert Roberts, Es-qur, 5, Lincoln's Inn. We thought Jem was mad, and wondered who this Mr. Roberts was;

for Jem tossed off a good nip of the raw stuff; this sewed poor Jem up. He tried for all his life to walk a plank, but could not; and after yawning about like a deep-loaden collier, he wanted to fetch his berth, but ran foul of the table, which capsized him, and the deck brought him up all standing. Jem, your honour, was misfortunate,—he was dis-kivered; and for this here lark, was obleeged to ship his coat wrong side outwards. Now, your honour, he is so ashamed that he won't see nobody. He says it is the first time he has been in the black-list, and he don't like to be stared at by a set of shore-going swabs."

As the old man's errors seemed to arise from his gratitude, I ceased to press the desire I felt of seeing him; but left a note, with directions for him to come to me on the following Sunday morning, should he be at liberty. I went home, related to my mother and sister the old sailor's history, and prepared them for his appearance. He came at the time appointed; and was ushered into the parlour where we were sitting, just going to breakfast.

How altered was his appearance! He looked cleanliness personified. The blue dress of the Hospital, the three-cornered cocked-hat, his venerable white head, and even his lameness, added to the picture before me. He appeared proud of his attire, and took especial care to display the medal which showed he had fought under the most renowned of naval commanders. His very manner seemed changed; for he appeared at least two inches taller, and his walk was more stately and measured, conveying the idea, that for the first time in his life he felt himself of some importance in the world.

On his entrance into the room he seemed "taken aback," for the ladies were the first persons he saw; and would have retired, had I not desired him to walk in and take a chair. He did so, selecting one in the corner close by the door he had entered at, and there he sat, looking on the floor and smoothing down his hair. I went to him, told him I was happy to see him, shook him heartily by the hand, hoped his knee was better,—but nothing could restore his former familiarity.

My mother, who was quite delighted with his appearance, tried to enter into conversation with him; requested him to draw near the table, and take some breakfast. After much persuasion, we got him within a yard of it, but no power we possessed could induce him to come nearer. "Come, Toggle," said I, producing a spirit bottle, "take a glass of this; you must require something after your long walk." "Thank you, Sir,—your health, Ma'am—your health, Miss—your health, Sir." And the contents of the glass vanished in an instant. After this he appeared more at his ease. "Well, Mr. Toggle," said my mother, "I hope you are quite happy in your new situation; I trust you have everything to make you comfortable?"

"Yes, Ma'am, thank you, there is only one thing that I——"

Here he made a dead pause. "There is only one thing that you want, I suppose, Mr. Toggle," continued my mother. "pray tell me what that is."

"Why, Ma'am, you have been so kind to me, that I can't ask for any more."

"Don't mention that, Mr. Toggle; but rest assured, if we can by any means add to your comfort, we shall be most happy to do so."

"Thank ye, Ma'am, thank ye, but I am afraid you'll think me too bad."

"No, no, Mr. Toggle, but pray tell me what you require."

"Why, Ma'am, the truth is, I ha'n't got a knife, and a sailor without a knife is like nothing on a stick."

"Oh! is that all, Mr. Toggle?" said my mother, laughing, "you shall not be long distressed for that."

On his leaving, my mother put half a crown into his hand, desired him to purchase a knife, and requested him to come every Sunday and breakfast with us. The old man stammered, and tried to speak his thanks, but could not; his heart was too full. I perceived a tear glistening in his eye, which he carelessly brushed away with his sleeve, and making a "stern-board," backed out of the room.

He was punctuality itself in his weekly visits; and when he became more acquainted with the ladies, was highly amusing to them: and on one occasion, while relating a story, he was so carried away by his "yarn," that at a pause, he squirted the tobacco-juice over the floor. A look from my mother brought him to his recollection,—in an instant he was on both his knees, carefully wiping the carpet; but he could not recover himself sufficiently to finish his story, and for the only time, I believe, he was very glad to get out of the house. However, he never trusted himself to enter it again with the quid in his mouth.

On going down to Greenwich with a party to see the hospital, I was delighted with the old man's attention. He went with us over the whole building, with his hat in his hand, and would not be induced to put it on.

The ladies were most anxious to see the veterans at dinner. Nothing would satisfy my old friend Toggle, but that we must partake of his allowance. "I have, your honour," said he, "a couple of bottles of swipes in my locker, and perhaps the ladies may like a drop after their walk." The bottles were broached, and it was quite delightful to see the satisfied air he assumed when pouring out their contents.

On our leaving, the ladies could not be dissuaded from making a small purse for him, and I was deputed to present it. On doing so, I gave him a gentle hint of the black-list; he promised faithfully to take care, and kept the promise; at least, he was not so "misfortunate as to be diskivered."

Toggle continued his weekly visits for nearly two years. One Sunday we missed him, and became quite uneasy at his absence. I resolved the next day to go down to Greenwich, as I was confident nothing but illness, and that of a serious nature, would prevent his coming. The next morning brought me a twopenny-post letter, which confirmed my fears. It was from Ben Hawser:

"HONOURED SIR,—This comes from Jim Toggle, only it is my writing. He hopes your honour is well, as he is at present, barring he was obleeged to go in the sick-list t'other day; where, your honour, bating Sunday, he has been a week. Jim says, your honour, if you wish to see him, you had better bear a hand, for the doctor tells him his discharge is made out for the other world. The bo's'ain knows I arn't much of a fist at writing, so no more at present from

"Your humble sarvant, until death,

"BEN HAWSER."

I hastened to the hospital, and arrived just in time to witness the last moments of the old sailor. I entered the ward unperceived, and saw Ben Hawser, with three other of Jem's messmates, standing on one side of his bed: grief was depicted on their countenances,—for Toggle was beloved by all. They neither spoke nor moved, but seemed absorbed in their own thoughts. On the other side sat a clerk, attending to Toggle's nuncupative will; and at the foot of the bed stood the nurse, silent and attentive, but with a countenance which plainly indicated that such scenes were familiar to her.

I paused as I entered, and heard Toggle exclaiming, "Remember that—remember that I give my blessing, the blessing of every blue-jacket, the blessing of God Almighty, to Mr. Robert Roberts, Es-qur, 5, Lincoln's Inn. I give him my watch, my—I give him—" The exertion seemed too great, for his voice ceased; and on going to his bedside, he seemed to have fallen into a state of insensibility. I seated myself in the clerk's chair, took poor Toggle's hand in mine, and gazing on him for a few seconds, involuntarily exclaimed, "May heaven receive you, honest, honest tar!" The sound of my voice brought him to his recollection. I felt my hand feebly squeezed. His eyes gradually opened: a faint smile of recognition played upon his features. "What, your honour, is it you? Stand off! let me see!—it is Mr. Robert Roberts, Es-qur. I die contented—I leave all my traps to your honour:—and here is my 'bacco-box—it was the only gift of Sal's—keep it." Again he became exhausted, and it was quite evident that a few minutes only were left to him; but, to my astonishment, he made a violent effort, and snatching something from his side, he almost raised himself upright, saying, "Avast! avast! belay there for one minute—keep this—keep this—for ever!" And, by using all the strength he had left, he thrust his Trafalgar medal into my hand. This was the last effort of nature: all he wished was accomplished. He sank gently back upon his pillow—and, without a struggle, died.

ON THE UTILITY AND ECONOMY OF THE WEST INDIA REGIMENTS.

It appears singular that any branch of the British army should be so little known, after an interval of forty years since their original formation, as the "West India Regiments." This circumstance may, perhaps, be thus accounted for:—At the period when they were engaged, great events in Europe,—the Peninsular war,—and finally, the battle of Waterloo,—so engrossed the attention of the many, that only the few, who had a personal interest in friends or property, were inclined to inquire how or by what means the "Leeward Islands' warfare" was carried on. Besides, we all feel more anxious to acquire accurate knowledge, and retain recollections of actions that take place in our own immediate quarter, than to speculate on those at a distance.

The reduction of the "West India regiments" from twelve to two, and a long interval of peace, which has lessened the number of troops required from Europe to garrison the Leeward Islands, have also contributed to prevent military men from being better acquainted with the nature of these forces; so that few, excepting those that have served in or with them, clearly understand their "*utility or economy.*"

At all times, but more particularly at the present period, economy of human life and of government expenditure is a desideratum to be effected,—if it can be by reasonable and permanent measures, and without injury to the service.

That West India troops are calculated to attain both these objects; that they do so at present, in a small degree, and might in a much greater, I shall endeavour to shew by the following statement of *facts*; for the truth of which I can safely appeal to the experience of many general and other officers, who have served and are still serving in the “West India colonies.”

The great sacrifice of human life at which the European regiments were formerly maintained in the Leeward Islands is scarcely credible. From returns of the command now before me, I find the following results in the year 1796:—

STRENGTH OF THE FORCES.						DEATHS.				
Artillery & Artificers.		Troops of the Line.		Black Troops.		Line.	Black.	Total.		
601		19,676		2405	1st Apr. 1796,	6484	75	6858		
774		11,633		2373	1st Jan. 1797,					
Lt.-Colonels.	Majors.	Captains.	Lieuts.	Ensigns.	Staff.	Total.				
14	9	42	107	29	25	226				
Only 3 killed on service.										

Only 3 killed on service.

The 31st regiment landed at St. Lucia 776 strong, in May, 1796; by the latter end of October following, there were only *sixteen* fit for duty! and by March, 1797, had scarcely an officer or man left!!! The 44th, 48th, and 55th regiments, and York fusiliers, all strong corps in May, 1796, lost by far the greatest part of their officers and men within the same period.

The 27th regiment lost in Grenada, from June, 1796, to February, 1797, 20 officers and 516 men. The 57th regiment lost at Grenada, during the same period, 13 officers and 605 men. It appearing from the above returns that the mortality among the black troops was so inconsiderable, their utility became obvious, and year after year they were increased; so that in 1800, they amounted to between 4000 and 5000, and were finally augmented to 12,000 men. As the white troops were, by this augmentation, relieved from laborious and unhealthy duties, the casualties among them diminished rapidly. In 1800, the military returns shew the following results, viz:—

STRENGTH OF THE FORCES.						DEATHS.		
Artillery & Artificers.		Troops of the Line.		Black Troops.		Line.	Black.	Total.
893		7304		4099	1st Feb. 1800,	1221	286	1615.
850		7585		4574	1st Jan. 1801,			

Officers, 58.

Thus the Europeans had decreased from 20,000 to 7000 in four years.

It is true that our present loss of Europeans is very insignificant, compared with this frightful bill of mortality. The cutting down of forests, and the clearing and increased cultivation of lands in most of the unhealthy colonies, have certainly tended to diminish the mortality among the European troops, no less than the great improvement in the living and habits of military men since the period alluded to. Nevertheless, European troops, on first encountering a tropical climate, are soon miserably reduced in physical strength. Over-exertion; impru-

dent exposure to the sun; intemperance; facility of gratifying the too often ruling passion of the soldier—intoxication, combine to hurry to an early grave many young and gallant fellows.

Even with regiments that have been two or three years in the climate, a change from one colony to another is generally attended with serious loss of life. It may be asked, why are corps removed when such consequences are sure to follow? The answer is, it would be neither beneficial nor just to quarter one regiment always at the most healthy, and another at the most unhealthy station.

Are we then, it may be asked, to have no European troops in the West Indies? Certainly we are; for as long as Great Britain retains the Leeward Islands, she must furnish troops for their protection; and for this purpose it would be neither safe nor expedient to rely solely on the African soldiers. The only measure, therefore, to be adopted is, to render the duty as light and innoxious to our European regiments as possible. *This very measure* the West India corps alone are capable of effecting, and for the following reasons:—

First, they can endure the burthen and trial of the service. Secondly, they can execute the duties that must be done in the day, when the heat of the sun is so injurious to Europeans. Thirdly, they can garrison unhealthy posts for years, where white men would perish in a few months. Fourthly, they can act in situations where inducements tempt and opportunity permits the white soldiers to commit excess. I would not be understood by this last assertion to cast the slightest imputation on the discipline of “regiments of the line,”—far from it. The decrease of crime and mortality in them affords convincing proof that their internal economy is justly and efficiently conducted; but all officers must allow, who have served in the West Indies in different garrisons, and with different regiments, that dissipation and unnecessary exposure to climate should, above all things, be avoided with the white soldier.

The following are among the principal duties of West India garrisons which cause the greatest mortality among European troops:—Guards that have to march a fatiguing distance from their barracks, as from Morne Fortuné to Castries, St. Lucia; or the town guard in St. Vincent. Out-post duty in swampy situations, as at the Dock-yard, Antigua; Sea Fort, Trinidad, &c. &c. Unhealthy garrisons, as Prince Rupert's, Dominica. Low and marshy situations, where intermittent fevers and ague are most injurious to Europeans, as Essequibo, Berbice, Cocorite, Trinidad, and many other such places. Non-commissioned officers' guards in towns where rum-stores and grog-shops in every direction invite the too-thirsty European to allay his thirst with (frequently) a poisonous and adulterated spirit.

Of those duties some are, but *all* ought to be, taken by black soldiers, and for the following reasons:—

1st, In the West Indies the African is “in his element;” the heat of the noonday sun, which to the European soldier (clothed in warm regimentals, and burthened with musket and heavy accoutrements) is a source of painful annoyance and great bodily fatigue, is unfeeling to him. 2dly, The negroes generally dislike ardent spirits, and if they do use it, it is with moderation. The religion of some tribes (the Mandingoes for instance) forbids the drinking of it altogether. Now I do not mean to

hold the black troops up as models for the Temperance societies, but let any one compare *the court-martial and defaulters' books* of an European and West India corps of equal strength, and he will find that the proportion of men tried for "habitual drunkenness" in the latter will not amount to a tithe of the former.

3d, You may march and counter-march them during the hottest time of the twenty-four hours without their being distressed or making complaints. 4th, Two nights in bed are sufficient for them; consequently, one half the number would suffice, to perform the duty allotted to Europeans, who have four or five nights. Nay, I have known them (the black troops) at Antigua and St. Lucia to have but one, and yet no troops could be more efficient, contented and healthy. Officers that have served in West India corps are aware that more than three nights in bed is rather injurious than beneficial to their men.

In proof of my assertion I may mention, that at the present time one regiment of African soldiers is detached to eight different colonies*, exclusive of the head-quarters, (consisting of two companies,) which has five detachments among all the colonies. The laborious share of the garrison and fatigue duties is borne by them, as far as their numbers admit, besides supplying orderlies to the general and staff officers; and the strength of this corps is what?—590 rank and file!—fifty below its establishment; and many of these men have served twenty-five, thirty, and even thirty-five years. That the duties required of them are efficiently performed, is at once proved from the anxiety evinced by the general officers who have them in their colonies, to obtain more of them from the head-quarters. With even the full complement of 639 rank and file, the colonies which absolutely require them could not be supplied. As it is, I have no hesitation in asserting that 590 men are doing duty equivalent to twelve companies (1008 rank and file) of the line, allowing them two nights in bed; it would, therefore, be but just and reasonable that they should be allowed this rest, *at least*, in every garrison where they are employed.

I do not mean it to be supposed that I would desire to see the European troops remain in idleness and inactivity in the West Indies. On the contrary, I would have them labour and exercise frequently to preserve their health; but it should be at proper hours, and in suitable occupations. *Much of the duty now performed by them, and which is destructive to their health, can be executed equally well, and with perfect impunity by the black troops.* By attention to these points, a considerable diminution of the numbers annually sent home as invalids would be effected, while there would be a corresponding decrease in the "drafts" required from the reserve companies to complete the establishments, besides a very considerable reduction of expense in pensioning men debilitated after a short service.

While on the subject of the "utility" of the West India regiments, it may not be irrelevant, and it certainly is but just to mention, that on

Rank and File.		Rank and File.	
* Antigua	57	St. Lucia	64
Barbados	44	St. Vincent	11
Demerara	71	Tobago	20
Dominica	51	Trinidad (H.Q.)	215
Grenada	57		
			590

all occasions when they have served in the field *, they have conducted themselves with great gallantry and steadiness;—as sentinels, in town-duty especially, they are, I believe, unrivalled †.

Having thus endeavoured to prove, that by saving the lives and preserving the health of the “regiments of the line,” the “West India corps” are of the greatest “utility,” I shall briefly proceed to point out their “economy.”

The pensions of discharged African soldiers, non-commissioned officers and men, are from 5*d.* to 8*d.* sterling per diem at the present time. In one regiment, to which I refer, twelve are recommended to be discharged as “unfit for further service;” of these, four have thirty-five years, three have thirty-three, and five have thirty years’ service; one of them has been a serjeant for twenty years; they will receive pensions varying from 5*d.* to 8*d.* a day. European soldiers who serve twenty-one or twenty-five years, have pensions varying from 1*s.* to 1*s.* 2*d.* a day, for privates; and from 1*s.* 4*d.* to 2*s.* for non-commissioned officers. Now, under the arrangement applicable to Europeans who enlisted previously to 1829, privates who, out of sixteen years, have served ten in the West Indies are allowed to count twenty-one years; and non-commissioned officers having served eighteen years (twelve in the West Indies) count twenty-five years:—so that by this mode of computing service, that of the “black,” as compared with the “white” soldier, is as two to one, while their pensions are about *one-third*; or, if calculated fairly with reference to actual service, or the work “had out of them,” not more than *one-sixth*!! Besides this striking inferiority of expense, no additional charge is incurred, as in the case of the European soldiers, when they are invalided, as they settle in the colony where they may happen to be stationed. Recruits from Africa are but seldom required (the whole period from 1817 to 1828 intervened without any augmentation having taken place from this source); so that a very material item in the government expenditure—“transport of troops”—is saved. An ample supply of men could, however, be at all times procured by enlistment at Sierra Leone; and in nine months from the time of joining the head-quarters in the West Indies, they are fit for duty; they will, on an average, serve thirty years, and are discharged, as has been observed, on a daily pension of from 5*d.* to 8*d.* Can the most rigid economist, or the most persevering “barker” at a standing army, deny that such “labourers are worthy of their hire.”

The *value* of the “European” being nearly as four to one with the “African troops,” we ought to take every reasonable measure for preserving their constitutions. Now, as the West India regiments effect this, they obviously become a saving to the country, and might, if of a proportionate strength, become the means, in a still greater degree, of promoting their “utility and economy.”

March, 1833.

A. D. G.

* At Grenada, St. Vincent, St. Lucia, St. Thomas, St. Croix, Dominica, Martinique, New Orleans, Guadaloupe.

† On account of their sobriety, steadiness, and forbearance.

BARBA YANNI.

IN the spring of —, I was at Cerigo—the why or the wherefore is now of little consequence—there were dispatches for the Governor of the Ionian Islands, and I was to be the bearer,—whether the islanders were not over trust-worthy, or from what other cause I know not; but the commandant had an old battered boat of his own, and that was to be the conveyance—a fellow, by his friends yclept Barba Yanni (uncle John), and by his acquaintance Cokinos (or the red-headed), was selected as carrabucchiere, i.e. master; Barba Yanni was a Parguinote, ergo, a rogue;—still by some means or other he contrived to persuade those who had never had dealings with him, that he was a very honest, inoffensive, ill-used man; his crew were much of the same caste, Cephaloniot, Candiotes, and any of the idle vagabonds Cerigo could command who knew a sail from a Calamata mat.

At sunset, thus equipped, we set forth; there were two other passengers besides myself and Albanian servant. Barba Yanni, when we had got a few yards from the shore scrutinized us all: one poor fellow was coiled up in his capote, sick with ague; notwithstanding Cokinos knew him well, taking him in his brawny arms, he at once floundered the unfortunate wretch into the sea, exclaiming “Ladro, enai Turko ladro, Turko ladro” (a thief, a Turkish thief,)—“I had him at Hydra I could get five hundred piastres for his head;—he has sold the Greek government, and shall never sail with me!”—Rather a curious commander thought I; however, we heard the poor fellow spluttering forth the salt water as he got to land,—the wind was right aft—the sails soon filled—the little port of Capsali was cleared, and we were shortly under the Ovo.

At daybreak the sun lulled the little wind we had hitherto had, and Cokinos bethought himself of landing: we were off Coron—expostulations and representations that we should not get pratique at Corfu were vain; it was none of our affair;—the wind was likely to be foul, and nothing could be done. If Barba Yanni had hitherto been a Philhellene, he was now a Turk. No set of pirates that had ever yet devastated the world were half so bad as the Hydriotes, Spezziotes, &c.; and the epithet *kerata* (cuckold), as applied to them, was scarcely ever out of his mouth; he visited the bazaars and the bezesteens, the *hâmâms* and the *cafés*; he drank a pipe with one and then with another; he salamed the old men; he *affendi-ed* the young, and *affendachi-ed* the still younger,—in a word, Barba Yanni was, to all appearance, in his heart a thorough Turk. But the time was come for our departure—some of his many friends had commissions to execute—money to send;—the Turks were in want of provisions, and a bag of Mahmoudies was carefully placed in the carrabucchiere's hands by an old bey for their purchase:—“*Callà!—callà!—poſſa callà!*” (well!—well!—very well!) was the reply Barba Yanni gave to all; and again the boat pushed off. It is scarcely necessary to add, that the Turks never again saw Barba Yanni or Mahmoudies.

The wind was anything but favourable; however, by repeatedly tackling, we managed to get off Modon; here it became dead on end. The little rock of Prodono was in sight, and Barba Yanni resolved to bring

up there—besides, the following day was Sunday. On the island was a little chapel dedicated to San Nicholo. Cokinos had not been over-attentive to his religious duties lately ; this was, therefore, too favourable an opportunity to be lost, so about midnight we brought up in the little harbour. Prodono is nothing more than a barren rock, here and there speckled with bushes of *arbutus* and *rhododendron* : the boatmen speedily moved the baggage up its sides, and we were bivouacked for the night.

Cokinos had not neglected the more substantial affairs of this life ; Spiro, the Candiote, had stolen a lamb ; the lines had been thrown from the boat, bringing up several of the finest deutrécé. The following morning Cokinos had paid his devotions to the shrine of San Nicolo ; about ten we had finished our repast, and were preparing for a siesta, when our worthy carrabucchiere commenced crossing himself most vehemently ; so rapid, indeed, were his gesticulations, that the very oleander under which he was seated shook with the motion ; and so deep his despair, that he touched our mother earth with the points of his fingers, and placed them on his well-shorn skull, mingling occasional anathemas with the violence of the action. All were astonished at the suddenness of the proceedings ; but on looking to the east the enigma became speedily solved : near the point of Cape Sapienza the ocean was covered with innumerable small vessels, schooners, brigs, corvettes, and all the fancy shapes of the Mediterranean. Friend or foe, Barba Yanni was secure in becoming the object of their plunder, unless some miracle intervened. In an instant he was resolved ; all that was to be done, was to lie close and put out the fires ; but the Barba had reckoned without his host ;—whilst he was giving his directions, his red berretta occasionally peered above the oleanders—a moment, and a bullet whistled past, striking the rocks hard by ;—again Yanni fell to crossing himself. He was not long in discovering from whence the shot proceeded ;—just off the mouth of the creek where our boat was anchored, lay, with sails aback, the most beautiful schooner it was possible to conceive—she was a model : her decks sparkled with the gold and fancy coloured turbans of her crew ; they were armed to the very teeth—yataghans, pistols, and daggers, in profusion. There was only one course to pursue,—Barba Yanni shouted with all his might, “*Torà, torà, oligorà !*” now—now : quickly and instantly he darted through the oleanders to the boat-side : twenty minutes elapsed before Yanni’s return ; occasionally, we could hear him in the fiercest debate ;—all, however, was to little purpose.—“*Oh, Panagia !—oh, Panagia mou ! ulo enai kako !*”—(Oh, Virgin ! Virgin ! all is unfortunate.) He brought us directions to get on board instantly—our visitors were Hydriotes (Yanni crossed himself at the very name) ; a tow-rope was thrown from the schooner, the carrabucchiere was at the helm, chibouk in mouth, and presently we were in the midst of the whole fleet, Yanni cursing his stars all the while that he had allowed the fires at Prodono after daybreak.

Our convoy made for the low-lands of Arcadia, below Zeitouni. Shortly after the appearance of the fleet the whole country seemed in motion,—fires without number burned in every direction, sending pillars of smoke through the clear air. As we neared the shore we could perceive large moving masses coming down to greet the arrival of their countrymen ;—flags flying—Arabs whining on clarionets, and hammer-

ing mis-shapen drums. Cokinos' heart sunk within him as he witnessed all this; his fate appeared for ever sealed; however, not to be found napping, unheard and unseen, he contrived to bury the bag of Mahmoudies in the shingles at the bottom of the boat. Within a hundred yards of the shore we were cast off, and the schooner swept to the land, and some megallos anthropos (great men), as Yanni said, stepped on shore. He had watched every proceeding: springing from his elevated seat at the helm, he threw himself flat on his face, calling on us all to follow his example: we had scarcely time to do so, before the roar of musketry commenced, and a shower of balls pattered on and about the boat: the old carrabucchiere groaned an anathema; but the salute, as we afterwards found it to have been, was over, and the danger from the musketry at an end.

It was Tombasi, the Admiral, one of the best informed of the Greeks, who had landed. The signal was soon given for the poor carrabucchiere to make his appearance with his passengers. Barba Yanni commenced with the usual Greek course—protestations and the Panagia, accompanied by San Niccolo and a few others, of the most favoured: but he had to deal with those who, at times, played a similar game; it was therefore, useless: the Barba, the Candiote, the Cephaloniste, &c., were all bound hand and foot, and the Albanian, having very much the appearance of a Turk, was dragged off to satisfy his captors that he had not undergone the rites of circumcision, which ceremony, as Yanni said, his godfather had fortunately omitted, or his head would have rolled in the dust *instantly*. It was now my turn: I could only protest in the lingua franca, and demand to see the Admiral; after some trouble this was complied with. The old man, amidst the din and clatter of his companions, was quietly drawing a narguile. I merely related the object of the voyage, when orders were given for the liberation of the boat and crew, accompanied by an invitation from one of the Zaimès to spend a few days at Zeitouni.

Barba Yanni was lying at the foot of an olive, seemingly resigned to whatever fate decreed. "Theos enai megallos!" (God is great!) was the only exclamation. On his liberation he seemed but little elated; and imputed all to the intervention of San Niccolo, who had taken him under his protection, and to whom he vowed a most liberal oblation from the Mahmoudies.

A couple of days terminated the carrabucchiere's stay at Zeitouni. Cokinos was not over-partial to the vicinity of his armed countrymen. The fleet had brought money for the payment of the troops, who had been long in arrears—the greater part were in rags—in want of provisions, and in the most pitiable condition imaginable; yet the moment these tatterdemallions were paid, they were to be seen lying in the sun, staking the last para at a species of blind hookey: several old men went from group to group, spreading a capote on the ground, on which was placed a dirty pack of Italian cards: these ambulating Crockfords soon attracted attention. When the money was exhausted, or the anathemas became pretty frequent and loud, or the yataghans were felt for or drawn, then they quietly absconded, and commenced operations with a fresh party. This money resulted from speculations somewhat similar, being part of the loans; so it perhaps found its legitimate purpose.

Once more we were under way. This time Spiro, the Candiote, was

not forthcoming—he had discovered the hidden treasure. It would be vain to attempt to describe the carrabucchiere's rage; he cursed his father and mother, tore his long hair, and committed every imaginable extravagance. It was useless, the Turkish gold was gone, and Barba Yanni's troubles not yet terminated. It was a macabre—we could make therefore but little way; at length the flowery Zacynthos appeared in sight, and Barba Yanni, as in duty-bound, did his passing homage to our Lady of Scopo. Again the Greek fleet was in our wake; as the vessels successively passed they halted, and Barba Yanni appeared to give satisfactory answers to all their demands—not so, however, to a rough Spezziote. The wind had freshened, and some of the leading vessels were expending their shot harmlessly in the direction of the Castles of Lepanto: evening was drawing to a close, the sea was running too high for the fierce Spezziote to put out a boat: he threw us a rope, and swore by all the Madonnas the world ever heard of, if we did not make ourselves fast he would send a shot through our hull; the rope was soon made fast, in the greater evil Barba Yanni had forgotten the lesser—the Mahmoudies were no longer in remembrance. The Greeks still kept pounding at the castles at a most respectful distance; some of their light mysticoes had managed to run into the gulph, but the greater part were obliged to bear up for the Scroffis. Amidst the roar of the great guns the ear of Cokinos was not to be deceived—occasionally sounds of a heavier calibre could be heard unaccompanied by that hissing twang which the over-sulphured powder of the Greeks possesses—"Calla—calla," at length cried the carrabucchiere; "that sound is neither from Turk or Greek—enai Evropeos;" and stooping level with the gunwale, he discovered the black masts of the Cambrian through the grey mists of evening. Calla polla calla enai affendi," and lashing the rudder to the sides of the boat, he made us all lie flat on our faces: the wind drew through the canal of Cephalonia; fixing her therefore steadily for the point of Ithaca, he pulled forth his long knife, and instantly severed the rope which held us to the Spezziote; several shots whistled through our sails, but the carrabucchiere had timed his action well, and again we were free; the Cambrian was merely keeping the Greeks to those waters to which by treaty the Turks were confined.

By this time we began to hope the embroglions of Barba Yanni were at a conclusion;—but no; there were yet some visits to be made. The Albanian Turks were much greater fools than their countrymen of the Morea, and hitherto the voyage had been anything but productive; besides, Spiro was to be accounted for; some one must replace him, or doomsday would still find us in quarantine. All these were considerations with Barba Yanni; and he determined to land at some point in Ithaca, and ruminate upon further proceedings.

Scarcely a boat passed but Barba Yanni held some conversation with its carrabucchiere,—he knew them all. At length he had obtained the wished-for information, and preparations were made to renew the voyage. There was little to excite attention till we came off Parga. Here we made certain the carrabucchiere would land to visit his friends. We were mistaken;—Barba Yanni was too well known in his native place; the Turks of Parga were all men of arms, and ladri from Natolia; beyond a Santa Maura caique the place was seldom visited. At length the fanalé of Corfu became visible, and the black masses of

the citadel and Fort Neuf broke into distinguishable objects. We were congratulating ourselves on the prospect of a speedy termination to our cares, when our carrabucchiere put up the helm,* and ran between the main land and the black rock nearly opposite the eastern end of Corfu. We had seen so many of our master's vagaries, that submission we knew to be the only alternative. There was a wealthy Turkish merchant in the neighbourhood waiting for goods from the islands and Venice. Yanni had fixed upon him as his victim. Under a miserable shed, the front of which was propped up by a pair of poles, something in the manner of a tailor's board, on a low dais cushion, the old man was seated. Here he gave audience to his numerous visitors from sunrise till its going down; bale goods and packs lay scattered about, and half-a-dozen miserable animals (attended by as many Arab surar-gees) were tied to olive-trees hard by. Yanni approached, touching the old Turk's papouche and then his own caput, as a sign of humility. "Thulosis, affendi," and "Proskenoumen,"—(Your servant, my lord, and I prostrate myself,)—were liberally dealt forth for the first half-hour. In two hours the wily Greek had gained the heart of the unsuspecting Turk: goods, money, &c. were intrusted to Yanni's care; and had the harem of the Turk been in the vicinity, and of any value, Yanni would have been its possessor. In accomplishing this, there had been no loud jabbering, or quick reply; Yanni had acquired his object by the most powerful of Greek weapons—flattery. The merchandise was shortly on board, and nothing remained to disturb the prolific brain of the carrabucchiere, but the mode of providing a substitute for the absent Spiro. This he was not long in devising. The surar-gee was despatched to a neighbouring village; returning with a fellow ready to adopt any name in the Greek Calendar, again we were under way.

The reflection of being about to undergo an imprisonment of forty days in a miserable lazaretto is not the most pleasing at any time; neither is the reflection improved by the knowledge of its being brought about through the cupidity of a rascally Greek. To our interrogations we could obtain no other reply than "Tipotes enai,"—(it is nothing.) We had been unwilling witnesses to the dexterity of the carrabucchiere in extricating himself and us from former difficulties; there was no other course than trusting to him in this. Some time before daylight, we had dropped anchor in the port of Corfu. Scarcely had day broke when a noise commenced, which those only who have been long sojourners in the Mediterranean can imagine. The arrival of a boat from any place is the arrival of its gazette; and Barba Yanni was not backward in making his known; to all he had an ever-ready reply. In a few minutes a guardiano inquired who he was, and from whence he came? to which the necessary answers were given. Shortly after he was called on shore to undergo the severer ordeal of the Capo di Sanita. In no degree daunted, Barba Yanni repaired on shore. It was an anxious half-hour before we heard anything further of the carrabucchiere. At length we espied him paddling towards the boat, shouting at the top of his voice, "Pratiqua! Pratiqua!" and in a few minutes we were free.

The book had been produced, the tapers lighted, and Barba Yanni had solemnly sworn that neither he nor passengers had had communi-

cation with any living soul from the moment of our departure until our arrival !

* * * * *

If the traveller should visit Napoli di Romania, he may perchance take an evening stroll in the square of the Trois Puissances; in all probability he will meet with Barba Yanni. Time and the frequent gratification of some of his inclinations have given the old man's nose that tinge from which he derived the appellation of Cokinos. However, his Majesty King Otho has few better subjects in his dominions than Barba Yanni.

Φ.

BRITISH SURNAMES.

"EVERY man has a name; and every man, if his attention should happen to be turned in that direction, must feel some curiosity to know of what that name is significant, and how it originated. But although, in the daily intercourse of men, the subject meets our eyes and ears more than almost any other, yet very few have thought it worth their while to make it the object of deliberate discussion, and still fewer of premeditated investigation." It may be said, What's in a name? and, although we all remember that our old friend Mr. Shandy thought it of such consequence as to influence the destiny of the individual to whom it was attached, and therefore a subject worthy of the gravest deliberation, still most of us will be inclined to think, that as "a rose by any other name would smell as sweet," so a man by any other name than that by which he is called would be as good or bad. Zimmermann says, "A good name will wear out; a bad name may be turned; a nickname will last for ever,"—and so odd are some of the family appellations in this country, that they seem to bear out this last assertion, since many of them were undoubtedly a sort of nickname, attached originally, from circumstances, or qualities of mind or disposition, to particular individuals, and handed down to their descendants from past to present time.

The rude aboriginal inhabitants of this country, our Celtic ancestors, no doubt distinguished each other by single appellations, as they were, in all probability, not sufficiently numerous to require more; some few of these remain, even now, in parts of the country where remains of the Celtic language may still be traced;—such as Cairn, signifying a sepulchral hill; Benn, a promontory; Gillies, a servant; Braithwaite, a steep inclosure; Glynn, a valley; Linn, a mountain stream; Callan, a boy; Doity, saucy, nice; Douce, sober, wise; Doylt, stupid; Eldritch, ghastly; Fell, keen, biting; Pen, successful, &c. &c.

The Romans, during their possession of Britain, with the proud feelings of conquerors, held themselves aloof from the inhabitants of the country, and consequently few of their names can be traced amongst us. We now and then meet with one, such as Felix, Marcus, Julius, Carus, Cæsar, and some few others; the last, Cæsar, was perhaps given in derision to some one possessed of the opposite qualities to his great namesake.

From the time when the Saxons were invited over and settled in this

country, the subject of British surnames becomes curious and interesting. These people, who brought their names, language, habits, and institutions with them, obtained such complete possession of the island that, from the period of their arrival, all record of the original inhabitants vanishes from the page of history. Many of them were, no doubt, extirpated, and others so completely mixed up with the new occupiers of the land, as to become no longer distinguishable as a people. In proof of this, many of our surnames at the present time have a British or Celtic termination affixed to a Saxon name. Some few Danish names may also be traced, particularly along our eastern coasts, derived from the marauders of that nation during their occasional settlements in this country. It is astonishing that, after the complete conquest of the kingdom by the Normans in after times, so few purely Norman surnames should be found amongst us; and the universal prevalence of Saxon appellations at the present day, proves how essentially the people remained the same under the sway of their foreign masters, and how little they assimilated with them. Indeed for a considerable period it appears that the names, language, and manners of the Normans spread only among the higher classes of society. Several celebrated linguists * have discovered a similarity between the Saxon, Danish, and Norman languages, the last having been, like the two others, originally of a Teutonic race, though assimilated, in later times, to the French, from the proximity of those who spoke it to their Gallic neighbours. "Our present list of English surnames, therefore, is principally Saxon or Teutonic, with some British, partly in a simple and partly in a compounded state, a few French and a few foreign names, imported by occasional settlers." By far the larger class of English surnames at this day is derived from the names of countries, towns, or residences; indeed the Saxons appear to have deduced most of theirs from this source; as York, Cheshire, Worth, Milton, Ireland, &c. Those of this kind may be distinguished by their various terminations, and a little attention will then demonstrate how very generally they prevail amongst us.

First are those ending in *ton*,—as Norton, the north town; Preston, the Sheriff town; Langton, the long town, &c. This is a family of a numerous progeny, and members of it will recur to the recollection of all of us. Those ending in *wich*, meaning a town at the mouth of a river, and sometimes only a town, we must suppose to be of near kin to the above,—as Sandwich, the town on the sand; Hardwich, the strong town; Nantwich, the town of the valley, &c. Then follow those who derive their names from villages, such as Winthorpe, the village of furze; Hillthorpe, the village of the hill; and all our other acquaintance terminating in *thorpe*. Claiming brotherhood with these are those, again, who write *ham*, signifying a hamlet, as the last syllable of their names; such as Pelham, Marsham, Graham, Farnham, with hundreds of others.

Those names ending in *wood*,—as Hazlewood, the wood of hazles; Elmwood, the wood of elms, &c., and others terminating in *shaw*, mean-

* See the Paper on this subject read before the Literary and Philosophical Society of Liverpool, by Mr. Merritt, a gentleman to whom the writer of this owes considerable obligation for many excellent ideas on British surnames.

ing a small wood, as Fernshaw, the shaw of fern, &c.; with those taking *durf*, a thicket, as their last syllable, as Woodruff, Lendruff, &c., may be considered as forming one family of this class.

All such whose names terminate in *ing*, signifying 'a swampy bottom, may here claim a place; as Deeping, the deep *ing*; Wilding, the uncultivated *ing*, &c.; also those ending in *den*, *dale*, *don*, or *dell*, a small or deep valley; as Warden, Dovedale, Horndon, &c.

Those ending in *ley*, *lea*, or *ly*, a pasture, may next come forward and boast of Saxon origin, as Netkerley, the lower field; Hanley, the field of the haven, &c.; as may also such as affix *holm* to any other syllable, as Burnholm, the hill of the river; Dunholm, the hill of the fortress, &c.

We may enumerate in this class, likewise, all names terminating in *hill*, as Churchill, Farnhill (sometimes written Farnell), &c.; such as end in *stead*, a home,—as Houghstead, Winstead, and others; also such as take for their last syllable *combe*, a valley; *garth*, an enclosed place; *wold*, a stony ridge; *cock*, a hillock; *coates*, a fold; *stow*, a place or seat; *graves*, a ward; *steth*, the bank of a river; *thwaite*, a pasture; *hurst*, a meadow; and many others which it would be tedious to enumerate. We must be content with having mentioned the principal of them.

The names of our nobility were mostly of this class in ancient times, and were purely Norman French, many of them being derived from districts or towns in Normandy or France; as Beaufort, Montague, Nugent, Russell, or Rousselle, &c. Camden, in his "Remains," says that there is scarcely a village in Normandy that has not given its name to some of our great families, which proves how terribly our poor country must have been inundated with foreigners after the Conquest, and how deplorably the inhabitants must have been stripped of their property to enrich the new-comers. Some of our nobility at the present day also derive their family names from foreign occupations or trades, as Molyneux, Grosvenor, &c. "Many of them, however, still bear Saxon names, which shows that, after the Conquest, some of the old families retained their dignity, and that some were ennobled." * These, however, were in all probability very few; for though many noble families at the present day bear Saxon names, most of these have been ennobled in later times, as can be easily proved. Very few names among the higher classes, in early times, could be traced to trades or occupations; the line of demarcation was strongly drawn. Persons in the middle or lower ranks of life, however great might be their merits or services, were seldom elevated; happily that time is past; a brighter day has dawned, the sun of which, dispersing the mists of ignorance and prejudice, shines with a genial warmth on all. The present names of our nobility and upper gentry prove how many of these have risen from the middle rank by the influence of talent, by the wealth derived from industry and application, by deeds of arms, by professional success, and by many other meritorious causes. The truth of this will be shown in considering the other classes of British surnames now to be mentioned.

We will next take those names which are derived from the parent,

* See Mr. Merritt's Paper.

and which were undoubtedly of very early adoption. Many of these were taken from "contractions, diminutives, or familiar appellatives of Christian names," as Wilson, Watson, Nelson, and a myriad of others. A great many were also taken from regular Christian names, as Johnson, Jacobson, Richardson, Williamson, &c. The Saxon epithet *kin* or *kins*, expressive of littleness or infancy, was also affixed to many Christian names, as Wilkins, little Will; Tomkins, little Tom; and this appellative was transmitted to the next generation as Wilkinson, the son of little Will; Tomkinson, the son of little Tom, &c. In Scotland, Ireland, and Wales, many families have Fitz, O, Mac, and Ap, affixed to their names, to express the same idea; as Fitzwilliam, the son of William; O'Dogherty, the son of Dogherty; Mac Donald, the son of Donald; Ap Rin, contracted into Prin; Ap Howel, into Powel, &c. In many parts of England and Wales a distinction has been made between the names of the father and son by simply adding *s*, and sometimes *es*, to that of the former; as Evans, Roberts, Hughes, Williams, &c.

The third class of British surnames may be said to consist of those derived from trades or occupations, and in a country like this, it may be supposed that this tree spreads far and wide; as its branches, may be considered all such appellatives as Smith, Baker, Brewer, Tailor. The more useful and common the calling expressed, the more ancient, in all probability, was its appropriation. Thus we may observe that the Fletchers, or makers of arrows; the Websters, the Weavers, the Masons, and some others, though common amongst us, are not of such constant occurrence as those of the more simple trades.

It is a remarkable fact, but a fact nevertheless, that the names of arts or trades introduced in later times have not been adopted as family appellatives; we never hear of Mr. Jeweller, Mr. Engraver, Mr. Architect, &c. "It has also been remarked that though we have Clerk and Leech to designate two of the learned professions, we have none to express lawyer. But the word Clerk was abundantly employed, especially in the north, to express lawyer as well as priest, and this may account for the extreme frequency of this surname."

We will next consider those names given to their owners originally for some quality or supposed attribute; a feeling of respect seems sometimes to have dictated these, as bestowing a merited distinction; such are those of Bright, Good, Wise, Fair, Hardy, Worthy, and many more. Sometimes derision appears to have pointed her finger at certain individuals by attaching to them such appellations as Cruickshanks, Longbottom, Clodpole, &c. Others seem to indicate a certain disposition of mind or character; as Gotobed (a desirable name to be called by at the close of a dull November day), Younghusband, Wellbeloved, Scattergood, Goodenough, Cleverley, and some other odd compounds, that cause us to smile when they occur in the daily intercourse of life. Dr. Murray, who has gone deeper into the subject of proper names than most other writers, decidedly thinks that those of this class are more ancient than any other, as the evident qualities of mind or body would furnish the first distinctive epithets among all early tribes or nations. The veil of mystery hangs over the origin of all things; but certainly, a controversy on the antiquity of English proper names

would be most amusing, and would besides possess the valuable property of lasting out the lives of the controversialists, and of leaving each party crowned with the wreath of conquest, in his own estimation, at the close, for who could decide between them, or say to whom the victory belonged?

The fifth class of surnames is derived from natural objects or productions, chiefly animals, fruit, vegetables, flowers, &c. These were doubtless originally conferred from some supposed analogy between the individual and the object which supplied the designation; and if this be admitted, we must suppose that the first possessors of the names of Lion, Panther, Bull, and Bear, would be avoided for their ferocity; while we must confess that with the original family of the Sharks, (now mostly written Stark,) we would rather have left a P. P. C. card than have sent one of invitation. Then what opinion must be formed of the first Lizards, Foxes, Weazles, Badgers, Tadpoles, and Cats? The primitive Lambs, Hares, Coneys, Harts, Partridges, Doves, Goldfinches, Pointers, and Beagles, were, on the contrary, no doubt distinguished for their gentleness and other agreeable or serviceable qualities. All social intercourse with the first Snows and Frosts we must imagine to have been of a most repelling nature; while that with the original Springs, Summerfields, Honeymen, and Goodales, must have been equally agreeable and inviting. The name of Rose, now so common, we can only imagine to have been first bestowed on some fair maiden of surpassing beauty; and our ancestors were surely too gallant to attach such appellations as those of Lily, Hyacinth, Primrose, Hawthorn, or Roseberry, to any other but the fair sex. For the same reason we may conjecture that the first Peaches, Melons, Pines, Gages, and Plumtrees were females. The names of Hawk, Leopard, and some others, inspire us with no agreeable ideas of their original possessors; while we naturally suppose pertness or insignificance to have marked the first Sparrows, Starlings, Flounders, Whittings, and Smelts.

However the first persons on whom this class of names was bestowed might have deserved them, like those who derived theirs from some quality or attribute, it is clear that their descendants no longer possess the analogous dispositions or qualities which marked their original owners. This may in part have arisen from numerous intermarriages; for though Shakspeare says, with a feeling of indignation, "What! shall the lion couple with the lamb?" it is quite certain that as strange unions have taken place. We lately read in the newspaper the announcement of the marriage of Mr. Sparrow with Miss Hawk, surely an alliance as unnatural as that anathematised by our great bard. In the range of our acquaintance most of us can recognise some Lion who is tame and pusillanimous; some Lamb who is full of spirit; a Swallow "who ne'er has changed nor wished to change his place;" a Nightingale who cannot distinguish one note from another; a Rose anything but fair; a Bright who is the dullest of the dull; a Wise who is foolish; a Hardy who is timid; a Strong who is weak; and a Worthy who is worthless. Indeed so inapplicable have the appellatives of these two classes become, that we have known many persons now bearing them who have been greatly annoyed at the continual repetitions of their names, and who, we believe, would have been

very glad if their ancestors had been too insignificant to have merited the honour of having any analogous epithets applied to them.

There are some English surnames that cannot be comprised in either of the above classes. These are mostly monosyllabic, of which it is difficult to trace the etymology, partly from the change which orthography has undergone since the days of early civilization, and partly from the words having become so obsolete as to elude the efforts of the most industrious research. If they could be successfully investigated, it is generally supposed that they could be referred to one of the five classes enumerated in this paper.

Names derived from dignified titles, such as King, Prince, Duke, Bishop, Earl, &c., have been the subject of some contention. Camden thinks that many names of this kind were taken from the device in the armorial bearings of particular families, and were borne by their servants and dependents; and this seems probable, for it is not likely that dignitaries themselves would be thus called, as they were always distinguished by their proper titles. They might sometimes, however, have been given in derision to individuals who were ostentatious or assuming.

On taking promiscuously a hundred names from a General Directory, Mr. Merritt found the proportion of the different classes to be as follows:—

Names of countries, towns, or villages	48
Attributes, qualities, or nicknames	16
Trades or professions	14
Patronymics	9
Natural objects or productions	7
Not comprised in any of the above	3

100

No trace can be found in this country of the time when the appropriation of surnames ceased, or went out of fashion. Those who have given most attention to the subject, think the practice has not existed, except in a few instances, for the last two or three centuries; and it is the opinion of some, that from the great increase of population it will be found necessary, ere long, in order to avoid confusion, to revive the custom; to issue a new coinage, and by giving individuals bearing the commonest names, the privilege of assuming others on their marriage, to ensure to posterity more distinctive appellations than those enjoyed by the families of the present day.

MYSIA.

ARECA LANCE-SHAFTS.

THE general efficiency of the Lance-shaft being a matter of some importance, I beg leave to observe, that of all the different woods that I have seen used for that purpose, the Areca appears to me to be best adapted. The natives on the Malabar coast, and also of Ceylon, make the shafts of their hog-spears of this wood, in preference to the bamboo, which itself is excellent. The manner of making the shaft is this:—three pieces of Areca, of the length required, are planed into an angular form, each the third of a circle, they are then glued together, and bound round with a small thread, and varnished over. These shafts are not liable to be injured or broken by any service they may be engaged in.

J. N.

THE LATE LIEUT.-GENERAL EARL OF POMFRET.

EARLY in 1791, this officer, then the Hon. Thomas William Fermor, was appointed to an ensigncy in the 3d Foot Guards. He served in the campaign in Flanders, in 1793, and was present at the battle of Famars, the sieges of Valenciennes and Dunkirk, and the battle of Lincelles, where his regiment was greatly distinguished. In 1794, he was promoted to a lieutenancy. He served in Ireland during the rebellion. In 1799 he accompanied his regiment in the expedition to the Helder, where he was present at the several actions of that short campaign. In 1800, he was promoted to a company, with the rank of Lieutenant-Colonel. He served with the Guards in Spain and Portugal from 1809 until his promotion, in 1813, to the rank of Major-General, which obliged him to return to England. In 1825 he was promoted to Lieut.-General. He succeeded to the honour as fourth Earl of Pomfret upon the death of his brother in 1830. His Lordship married, in 1823, the eldest daughter of Sir Richard Borough, Bart., by whom he has left issue two sons and two daughters. His decease took place on the 29th June last, in the sixty-third year of his age.

MEMOIR OF THE SERVICES OF THE LATE GENERAL SIR ROBERT BROWNRIGG, BART., G.C.B.

THE military career of this veteran commenced in the 14th foot, a detachment of which he joined, as Ensign, at Halifax, Nova Scotia, in the year 1776, and from thence proceeded to join the body of the regiment at New York; which being drafted, he returned to England. In 1778, he became Lieutenant and Adjutant in that regiment; and, in 1780, embarked with it on board the Channel fleet, where it was appointed to serve as marines. In 1781 the regiment disembarked, and Lieutenant Brownrigg proceeded with it, in 1782, to Jamaica, where he remained till the beginning of 1784, when he was appointed to a company in the 100th foot, from which he exchanged to the 35th in October of that year, and in June 1786, into the 52d.

In 1790 he received the brevet step of Major, and was appointed Deputy Adjutant-General to an expedition then fitting out to act against the Spaniards in South America, but which never proceeded to its destination. He exchanged into the 49th, and in the latter end of this year he was appointed Commandant and Paymaster to the detachments of regiments on foreign service assembled at Chatham barracks, in which situation he continued till December 1793, when he was appointed Deputy Quarter-Master-General to the Army serving in Flanders. The 25th September, the same year, he had been appointed Lieut.-Colonel of the 88th foot.

He was present in all the actions in which the British forces took part during the campaign of 1794, and on the retreat of the army through Holland and Westphalia in the winter of that year.

Lieut.-Colonel Brownrigg was nominated Military Secretary to the Duke of York on his Royal Highness being appointed Commander-in-Chief of the army when he returned to England; and in June, 1795, he exchanged to a company in the Coldstream guards. The 3d May, 1796, he received the rank of Colonel. In 1799, he accompanied the Duke of York in the expedition to Holland. He continued as Secretary to his Royal Highness until March, 1803, when he was appointed Quarter-Master-General of the Forces.

In June, 1799, he became Colonel-Commandant of the 6th battalion of the 60th regiment; was promoted to the rank of Major-General in 1802; Lieut.-General in 1808; and, in 1819, to that of General. He obtained the Colonelcy of the 9th foot in 1805, which appointment he held till his decease.

In July, 1809, General Brownrigg, as Quarter-Master-General of the forces, accompanied the expedition to the Scheldt, and was present at the siege of Flushing, and the subsequent operations in South Beveland. In the subsequent inquiry that took place before the House of Commons, General Brownrigg gave it as his opinion that the failure of the ulterior objects of the expedition, the destruction of the arsenal at Antwerp, was the result of the unfortunate necessity which obliged the whole armament to have been assembled in the Roompot, and which it would not have had recourse to had the intricacies of the Slough passage been known *before the expedition left England*, for, from the prevalence of the south-west winds after the British shipping arrived off the coast of Zealand, it became impossible to move the transports round the north-west side of Walcheren, by which the original intention to carry the force destined to operate against Antwerp up the West Scheldt was defeated; so that an operation which might have been performed in four or five days from the Downs was lengthened to three weeks, that time having been occupied in passing all the transports through the Slough, a distance of only fifteen miles.

► In 1813, General Brownrigg was appointed Governor and Commander-in-Chief of the forces in the island of Ceylon.

On the transfer of Ceylon from Holland to Great Britain, the latter succeeded to a singularly circumstanced possession, the ring of sea-coast being under European occupation or authority, whilst the central parts were held by the native sovereign of Candy. Such a divided dominion could not fail of being the cause of frequent differences; and so far back as 1803, an expedition had been undertaken by the British Government against the Candian king, which, after the temporary conquest of the capital, fatally terminated in the massacre or imprisonment of the whole British detachment. The Candian troops afterwards advanced to the British frontier, and hostilities were for some time carried on; till, at length, a suspension of warfare rather than renewal of amicable intercourse succeeded, the king still refusing to release the captured British officers.

In 1814, the seizing and barbarously mutilating ten natives of the British province of Columbo, who were pursuing their traffic in the Candian territory, joined with a revolt of the people on the frontier provinces, finally determined General Brownrigg to take up arms, and the troops were put in motion in January, following, whilst a proclamation was issued, promising security and protection to the Candians, and announcing that the tyrannical proceedings of the king and his government were alone the object of hostility.

General Brownrigg arranged the march of the army in divisions, to avoid the difficulty in supplying it with provisions. This, and the ruggedness of the roads and rainy weather, were, in fact, the only obstacles they had to contend with; for at no point did they meet with armed resistance, and the Adigars were all ready to join them as soon as they found it could be done with safety to their families. A detachment entered Candy on the 11th of February, which was found deserted by all the inhabitants, and stripped of all valuable property. The king had taken to flight with a small number of adherents; and, after much inquiry, was known to be in the Dessavaffy or Dombera, whence he had no means of escaping. On the 18th he was surrounded by his own people and taken prisoner, with two of his wives, his Malabar attendants alone making a slight resistance. The conquest was entirely bloodless on the part of the victors: and it concluded with a treaty between General Brownrigg, and the Adigars and principal Candian chiefs on the part of the natives, by which the king was deposed, and the dominion of the province declared to be vested in the sovereign of the British empire.

• The Secretary of State, Lord Bathurst, in his reply to the General's despatch, announcing the above conquest, observed, "the success of your enterprize has been so complete and immediate, that you must have yourself anticipated the lively satisfaction with which his Royal Highness the Prince

Regent received the intelligence. Had it been confined to the mere liberation of a people from a foreign despotism, (as sanguinary and cruel as that under which the inhabitants of Candy so long groaned,) it could not but have been grateful to the feelings of his Royal Highness; but as the overthrow of that tyranny has given increased security to his Majesty's possessions, and has been followed by an annexation of territory, voluntarily and unanimously made by its inhabitants, the satisfaction which his Royal Highness would in any case have felt, derives considerable accession from these circumstances, and from the proofs which they afford, on the part of a whole people, of confidence in the British name and character. H.R.H. has commanded me to assure you that he considers this favourable result as mainly to be attributed to the wise and judicious policy which you have uniformly adopted, to the promptitude with which, when war was unavoidable, you decided upon its immediate commencement, and to the vigor with which you planned and conducted its operations."

General Brownrigg continued as Governor and Commander-in-Chief in Ceylon till 1820, when he returned to this country. He was created a Baronet of Great Britain, 9th March, 1816; and he was also a Knight Grand Cross of the Order of the Bath. In 1789, he married a daughter of Matthew Lewis, Esq., then Deputy Secretary at War, whose other daughter was married to General Whitelock. He became a widower in 1804, and, in 1810, married a daughter of the Rev. Dr. Bissett, of Knighton House, in the Isle of Wight.

The death of Sir Robert Brownrigg, which took place at Helstone, near Monmouth, on the 27th May last, is deeply lamented by the army in general and a large circle of friends. With the late Duke of York he was a particular favourite, and, indeed, with all persons who became acquainted with his manly and exemplary character.

In addition to the colonelcy of the 9th foot, Sir Robert Brownrigg held the governorship of Landguard Fort.

OBSERVATIONS ON A PROPOSED ESTABLISHMENT FOR THE BOARD AND EDUCATION OF THE SONS OF NAVAL OFFICERS.

BY PROFESSOR LAURENT.

MR. EDITOR,—In one of your preceding Numbers you favoured me with the insertion of a Synopsis or Plan of Education, &c. &c., by Professor Laurent, for conducting the Royal Naval School, which he had matured after a long and attentive consideration, to enable me to meet a public meeting prepared with a knowledge of every item of expense.

Professor Laurent, by birth and education connected with the two first nations in the universe, having passed one half of his life in France and the other in this country, is most eminently qualified to unite the advantages of the different systems of education for the benefit of the above institution.

The detailed plan herewith sent is an inference, drawn comparatively from the modes of education in France and England, which, in the Professor's opinion, will produce for the Royal Naval School a system of education far superior to any extant.

The importance of this subject to the different branches of the public service, is too manifest to need any further apology for the liberty I take in soliciting its publication in your valuable Journal.

Believe me, Mr. Editor,

Naval Club, Bond-street,
June 5, 1833.

Your obedient Servant,
W. H. DICKSON, Com.

The observations now submitted to the consideration of the British navy have for their object, to prove to the officers of that service, who have families, with what

facility and advantage they may combine and co-operate towards forming an establishment where their sons shall receive a generous board and enlightened education, at an expense hardly exceeding the cost of keeping the children at home, and confining their education to a mere day-school.

The subjects discussed are arranged under two principal heads or chapters; first, The Building and Domestic Expenses; second, The Extent and Cost of the proposed Education.

I.—BUILDING AND HOUSEHOLD EXPENSES.

Any situation near the middle of the southern coast of England might be chosen for the location of this establishment: the obvious reasons are, 1st, the number of families connected with the navy and residing in the counties washed by the waters of the British channel; 2d, the cheap and commodious mode of travelling afforded by the extension of steam-navigation; 3d, the healthy nature of the climate; 4th, the comparatively moderate cost of good provisions.

No advantage whatever seems to accrue from the proposed situations in the immediate vicinity of London to the poorer officers with large families, whose narrow stipends compel them to avoid, as much as possible, the expenses of a residence in the metropolis: the proposal, therefore, so earnestly urged, of placing the intended school near London, can only conduce to the benefit and convenience of the more exalted ranks of the navy, and those officers whom happy affluence may enable to reside in the capital.

The edifice intended for the proposed school should be strong and well built; so that it may be a valuable inheritance to future generations. The architecture should be of a solid and simple, unadorned character, such as befits a building destined for the abode of learning and virtue.

It is the highest importance, that each student should have a separate bed-room, of eight feet at least in length and breadth, and ten feet in height. These bed-rooms or cabins may be arranged, lighted, and ventilated, according to the subjoined sketches, borrowed, with some modifications, from the old monasteries, and thence adopted in the French Lycées or public schools, as well as at the Royal Naval College, within H.M. dock-yard at Portsmouth.

Being firmly convinced of the indispensable necessity of adopting this mode of building, and regarding it as the grand foundation of the happiness, of the morals, of the comfort, of the health, of the gentlemanly bearing of the students, I shall here digress for the purpose of enumerating several facts establishing the immense superiority, in very many respects, of separate bed-rooms to extensive sleeping apartments.

1st, The proposed dimensions exceed those of many bed-rooms in the noble colleges of our universities.

2d, The quiet and undisturbed repose in a pure and extensive atmosphere, so necessary to promote the health, and vigour, and comfort of man, is procured by this method more easily and effectually than by any other means.

3d, All intercourse between the occupants of the different cabins in the dormitory being strictly forbidden and firmly repressed; such students as may be inclined to pursue their studies, or to apply for amusement to the stores of the library, during part of the boisterous hours of play, will thus have the comfort of a little independent study.

4th, These cabins will also be an effectual preventive of the fagging system which often disgraces almost all our public schools.

5th, Separate bed-rooms contribute greatly to obviate the spread of many diseases: an accidental confusion of hand-towels in a common dormitory has been known to communicate an ophthalmia to a whole school.

6th, Finally, (and those practically acquainted with the details of school-keeping will appreciate the observation,) this separation precludes the severe discipline which must necessarily be enforced to secure proper behaviour in a crowded dormitory.

The above facts will, it is sincerely hoped, carry conviction to the minds of the prejudiced and obstinate even, and fully justify the slight increase of expense so pertinaciously opposed by the paltry economy of the greedy and the ignorant.

I have spared no pains to ascertain from the proper authorities the expense of such a building as has been described, capable of accommodating two hundred students; the cost of such an edifice, comprising in the basement various offices for the cooking, washing, and brewing; in the main story, extensive apartments for the school, refectory, library, and museum; in the two upper stories, bed-rooms for the students; and in the attics on the gutter of the roof for the domestics, will not exceed eleven thousand pounds.

The furniture of each cabin is supposed to consist of a simple iron bedstead (may be furnished at 1*l.* 10*s.* each), with flock mattress, cotton sheets, blankets, and coverlet; no curtains either to the bed or windows are required, they exclude air and harbour insects. A small flap-table hung to the wall, a Windsor chair, and one or more segmental shelves in one corner to serve as a wash-hand stand;—these articles, the only furniture necessary for children in the bed-room, may be safely assumed at less than five pounds for each cabin. All chests and drawers and boxes should be emptied and laid up in some loft till wanted for travelling; clean linen, and changes of dress, will be regularly supplied from the laundry.

The additional furniture which will be required for the students in the school-room, refectory, and kitchen, may be assumed at five pounds, certainly not more, for each boy; the laundry and brewery will abundantly repay themselves, and therefore the expense of the building erected and completely fitted up for the reception of two hundred students, may, at the maximum, be taken at 13,000*l.*

How far the above estimate will provide for the comfort of the inmates, any person may infer from the fact, that the cost of lodging will amount to above 6*l.* 10*s.* a-year for every student, at the mere interest of the outlay; a sum which the subscription of one individual has nearly supplied gratuitously.

The diet of the children must consist of meat, milk, bread, cheese or butter, and vegetables.

Whatever system of diet may be selected, it must receive written testimonials of its sufficiency, from various well-known medical men; subject, of course, to this indispensable condition, the following diet is proposed, as the average for the intended school, at the price that provisions may be obtained retail in the shops in Portsmouth, at the present time.

Breakfast every morning at 8...	bread 1 <i>l.</i>	milk 4 <i>d.</i>	at 3 <i>d.</i> per quart.	
Supper, do. evening at 7...	do. 1 <i>l.</i>	cheese 4 <i>d.</i>	beer 4 <i>d.</i>	
Dinner, at 1, four days	1 <i>lb.</i> meat, 3 <i>d.</i>	and pudding 4 <i>d.</i>	potatoes 4 <i>d.</i>	beer 4 <i>d.</i>
do. three days	do.	pease soup 4 <i>d.</i>	do.	do.

The cost of which for each student will be 5*s.* 3*d.* weekly, and consequently, his food during forty-five weeks, the school-year, is stated at 12*l.*

The servants for such an institution recommended by housekeepers of experience, are one housekeeper, one cook and kitchen-maid, two house-maids, three men-servants, three laundresses, and a brewer. The amount of which, for board and wages, may be stated at 500*l.*, that is to say, 2*l.* 10*s.* a-year for each student.

The other items of expense, namely, fuel, light, soap, blacking, &c. may be assumed at the maximum to be 2*l.* additional for every student.

Thus, supposing the lodging and land to be supplied by the munificence of the government and private individuals, the cost of boarding comfortably the children as sons of gentlemen, will be not much less than 16*l.* 10*s.* for each student yearly.

II.—NATURE AND COST OF THE PROPOSED EDUCATION.

In this, which is by far the most important division of the subject under discussion, the principal points hereafter considered are, 1st, The nature and extent of the education to be proposed, and the probable cost; 2d, The respective duties of the instructors and instructed.

Extent and Cost of Education.—Religion and morals, the two main pivots on which happiness must ever turn, are to be made during the whole time of education, the first and most important subjects of the attention of those who may have the charge of superintending the practical education of the scholars; if abundant provision be not made for assuring to every student an efficient and sound knowledge of the Scriptures, and an undeviating obedience to the moral law, this institution, however it may at first soar into public admiration, will not fail, like others of human fabric, to be brought to ruin and destruction amid the curses of some future generation.

To secure, by all human means, this most important object, I propose that the various instructors should be men known beyond all doubt, to hold good and sound opinions on religion; that they should constantly seize the many opportunities which occur in the course of systematic education, to direct the attention of youth to the workings of divine Providence, to the truth of the revealed word of God, and to the straight road of virtue and honesty.

The careful reading of the Scriptures and their various translations should be made the foundation of all elementary education in languages. The English version will furnish the most beautiful and correct specimens of a true British style; and whatever errors and inelegancies the fastidious critic may find in the Greek and Latin texts, no incon-

venience can arise from that fact in imbuing the youthful mind with the first and simple principles of any tongue.

History and geography will afford many splendid instances and exemplifications of divine Providence, shows in the description of the world and its products, in the progress and result of human events, the punishment of wickedness and reward of virtue. Thus, it is evident the studies of different languages and sciences may be conducted hand-in-hand with that of religion and moral law, constituting an education that shall not only conduce to eternal happiness, but also to worldly contentment.

• It is of the first consequence, that young people should be carefully trained to a habit of reverent adherence to holy institutions; prayer must usher in and close every day; every meal should commence and terminate with a short appropriate grace; studies of a religious nature, the catechism, the Bible and gospel history and geography, should be prominent in the weekly studies; and attendance at divine worship twice every Sunday rigidly enforced.

With respect to the general education, independent of the mighty object which suggested the observations just made, it may be remarked here, that the age of admittance into the school should not be earlier than ten, the first period of life at which boys generally should forsake the tender affection of the nursery for the rougher discipline of a public school. The latest period of life at which professional education immediately preparatory to entrance in active life must commence is about fifteen; therefore, the time to which the school education must be limited is about five years, during which habits of study and attention are to be firmly engrafted, and the principles of sound and general knowledge are to be instilled.

The object of the education given at this establishment should, therefore, not be so much to prepare youth in the immediate details of the profession to which future life is to be devoted, but rather to imbue their minds with the most generally useful knowledge; that is, to teach them habits of close and constant attention, of earnest and legitimate inquiry, and correct judgment; to accustom them practically to detect the falsity of specious conclusions, and to develop the powers of memory and arrangement;—qualifications necessary alike in every path of life, and which will enable all to grapple with the difficulties to which they may be exposed in the busy world.

This discipline of the youthful mind is to be acquired, as the wisdom of all ages has admitted, by a careful training to the fundamental principles of speech; this is effected by the careful explanation and attentive study of their native language, and the Latin and Greek classics, which not only furnish the basis of the English tongue, but likewise present, in every page, lessons of wisdom and elegance; to these may be added the French, and, if not utterly impossible, some knowledge of the German, so illustrative of the Saxon origin of our present dialect. Sedulous attention must also be directed to the causes which operate on matter, more particularly quantity, dimension, and motion, some of which are so beautifully displayed in elementary mathematics; this study constitutes the best system of practical logic that the human mind has invented, and is applicable at every moment of life. Some knowledge of the events that have heretofore occurred in various civilized nations, more particularly our own, and a sketch of the world, its inhabitants and products, are nearly all the branches of knowledge which the shortness of human life permits us to attempt to teach properly to youth.

The education of the school will therefore consist of the following branches:—

1st, Languages: English, Latin, Greek, French.

2d, Mathematics: arithmetic, algebra, geometry, plane trigonometry, conic sections, statics.

3d, History: ancient history, Grecian history, Roman history, English history.

4th, Geography, ancient and modern; use of the globes.

Some observations on the extent to which each of the above subjects should be studied, and in what manner they should be severally taught, will perhaps be deemed worthy especially of the consideration now before us.

In the first place, I shall lay down the two main laws by which the art of teaching must be invariably ruled; and then explain the moral and mechanical means by which the never-suspended attention of the learner may be secured as far as the frailty of human nature will allow.

The precepts here alluded to, are, 1st, Before any subject or task is given to the scholar to learn, the instructor shall explain every particular, and demonstrate every detail, as clearly, easily, and copiously as possible; showing the connexion of the

subject in hand with those preceding and succeeding, and the necessity of its being carefully learnt.—2dly, The instructors shall begin from the easiest things, connected or belonging to the branch of knowledge proposed; thence he shall proceed to the more difficult; seeing, that every pupil, before he changes the subject of his lesson for another of a more abstruse nature, is perfect in his knowledge of what goes before.

The duties of the scholar will be to listen with undivided attention to the explanations given by the instructor; and after the termination of the lecture to apply with diligence and industry to prepare for a rigid examination in their lesson.

Six masters or instructors will, I think, be able to fulfil honourably the duties thus described, towards two hundred students; the several subjects to which each instructor will have to apply more particularly will be presently detailed; here I shall observe, that during the time of lecturing by one of the two masters of each seventy boys, the other master of that same class shall superintend its school discipline, and walking backwards and forwards among the boys, enforce perfect silence, and report all instances of misbehaviour and inattention.

A black board supported on an easel should be furnished for each class; on this the instructor may, in his lectures, enforce the more difficult and important points by writing in large characters certain words and sentences which he may wish to impress on the whole class.

During the time of preparation for examination, the scholars shall be arranged and conducted after the plan of the Madras system, in every class and subject; both masters shall meanwhile attend to keep up discipline, and explain all difficulties presented to them by the class teachers.

Every lesson will be preceded by an examination of the respective classes in the preceding lesson; this duty will be performed by both masters conjointly, and at the same time; and a report of the progress of every boy made, according to the examiner's opinion. For this purpose each master will be furnished with a list of the students under his immediate superintendence, and by the side of every student's name mark the improvement made by a series of numbers extending from one to ten: perfection being indicated by ten, and the lower degrees of attainment by the lower numbers.

For the effectual accomplishment of this mode of education I propose, that the school shall be divided into three contiguous apartments, capable of accommodating each seventy boys, to be designated the divisions; to each division, two masters skilled in the classics, mathematics, and general knowledge shall be appointed: the duties of the instructor in modern languages shall be equally divided between the *first and second divisions*.

The instructors, who shall be chosen solely with reference to talent and character, shall be paid according to the following rate:—

	Annually.
Head-master	£350
Tutor of 1st division	250
Head-master of 2d do.	200
Tutor of 2nd do.	150
Head-master, 3d do.	150
Tutor, 3d do.	100
	£1200
Master of modern languages	200
	£1400

Each of the above gentlemen shall be allowed lodgings for himself and family; they shall have the privilege of gratuitous education for their sons, under condition that those children be not admitted before the age of ten, and that the parents pay yearly for each such student the amount of the expenses of his board in the establishment, namely, 16*l.* 10*s.* annually.

The third division will consist of such students as have not yet commenced their Latin grammar; their stay in this the lowest grade of the school will average from one year and a half to two years, during which they will be expected to have acquired a sound knowledge of English, the capacity of reading fluently and parsing any portion of the New Testament, and of writing correctly from dictation.

In Latin, they will acquire the important parts of the grammar, and the construction of easy Latin prose.

In geography, a perfect knowledge of the definitions, of the shape of the world and its grand subdivisions, the mode of using maps, &c.

In history, the sacred and profane history of early periods.

In arithmetic and writing, the usual instruction, entirely practical, that is given at the general schools on the Madras system.

The second division will comprise those students who have made such progress in the Latin as to be able to construe such a work as *Cæsar's Commentaries*, and able to write from dictation any part of *Cicero's Offices*.

In Greek, they will have to acquire a complete knowledge of the elements of the grammar, and to construe some easy author, as *Polyænus* for instance.

In Latin, translations from the classics into English, and back again into the original; prose and verse; prosody and scansion.

In mathematics, arithmetic demonstrated; algebra to the quad. equat.; geometry.

History, mythology; Grecian and Roman history.

Geography, ancient and modern; the products of various countries to be exemplified, as far as possible, by exhibiting specimens from the museum. The stay in this division will average at least two years; instruction in French will be given to the thirty senior students of this division.

The first division, consisting wholly of students perfect in the elements of the different subjects constituting the plan of education, will apply during their two years' stay in this, the highest grade of the school, to the study of the more important authors of the Latin and Greek classics: they will be exercised particularly in English composition, and in the difficulties of the French language.

In the mathematics: the previous course will be rehearsed, geometry and trigonometry completed; the properties of the conic sections acquired; and the main principles of Equilibrium learnt.

History: English history.

Geography: as in the preceding division.

The respective duties of teachers and learners may be gathered from the following table of the weekly progress and lessons of the three divisions, as I imagine it may occur; a similar table must be drawn up every week, and copies transmitted every month to the directors:—

Div.	Hour.	Monday.	Tuesday	Wednesday	Thurs	Friday.	Saturday.	Sund.	Remarks
1st	7 . 8	Geog. & Hist	Hist. Geog	Geog Hist		Hist Geog	Dates Paley	Church.	
	9 . 12	Lat Gr. Eng	Lat Gr. Eng	Lat Gr. Eng.	Holi-day.	Lat Gr. Eng.	Greek Testa.		
	2 . 4	Mathemat.	Mathemat.	Mathemat.		French.	Cicero. Office.		
2nd.	7 . 8	Writing & Geography.	Hist. Geog.	Writing & Geography.		History & Geography.	Catech.	Church.	
	9 . 12	Lat Gr. Eng.	Math. Fr	Lat Gr. Eng.	Holi-day.	Mathemat	Lat Gr. Eng		
	2 . 4	Fr. Math.	Lat Gr. Eng	Fr Math		Lat Gr. Eng	Math.		
	7 . 8	Writing	Writing	Writing.		Writing	Catechism.	Church.	
	9 . 12	Lat Eng	Read Cyph	Lat Eng	Holi-day	Arithmetic			
	2 . 4	Cyph. Read	Lat. Dictat	Anth. Geog.		Lat Eng			

The books to be used must be left to the choice of the instructors; an allowance of about 2*l.* yearly for every boy will supply amply the books and stationery, so that the education will amount to about 4*l.* yearly.

Thus, therefore, it appears, that the expense of boarding, lodging, and educating each student will amount to about 25*l.*

I do not think it necessary to enter into further details on this subject, but shall be ready at any time to give every explanation of this plan which may be required in the practical establishment of the school.

I may, however, add, that I feel the necessity of appointing a purveyor to manage the expenditure, the appointment of whom has not been contemplated in the calculations.

P. E. LAURENT.

JERSEY, AS A RESIDENCE FOR OFFICERS ON THE HALF-PAY OF THE ARMY AND NAVY.

It is unquestionably a matter of some importance to officers on the half-pay of his Majesty's navy and army, to make a judicious selection of a place of residence; and yet to make such selection is no easy matter, because it is difficult to find authentic sources of the kind of information wanted. Travellers seldom make inquiries of this nature a leading object; and military or naval men have in few instances had opportunities of judging for themselves. The number of those officers who travel for pleasure is comparatively limited; and to those who can afford to travel with this object, the inquiry as to a cheap and eligible place of residence is of little importance. My peregrinations have carried me to many places frequented by the English, and adopted as a residence by officers on the half-pay; and my own object being to discover an eligible spot wherein to cast anchor, the results of my observations, inquiries, and experience will not, I think, be without their value. It may be proper also for me to inform those for whose benefit I write, that I am a married man, without a family, and may with propriety spend about 300*l.* per annum; but the information I shall give will be of such a nature as will equally suit those who can spend 100*l.* less or more.

I have said that I have visited many of those places resorted to by the officers on the half-pay of the army and navy. Let me enumerate them:—Boulogne, Brussels, Havre, St. Malo, Caen, Ostend, Tours, Blois, Lausanne, Pau; but I have not found that in any of these a man can live every way so well and comfortably upon a small income as where I now am—Jersey; and my present purpose is, never more to break up my encampment, and, at the same time, to give sufficient reasons for this resolution, not adopted hastily, but after an experience of more than a year; and with the results not only of my own experience, but with the advantage also of that of a large circle of acquaintance, comprehending many officers of the army and navy, who have resided much longer than myself in this island.

Now, the first point upon which I shall enlarge a little, and certainly the first also in importance, is *the possibility of living comfortably upon a small income*; and this point includes under it the price of the necessaries of life. First of all, then, to begin with house-rent, which is the dearest thing in Jersey: houses, or, as they are generally called here, cottages, of greater or less dimensions, and with gardens, are everywhere scattered in the environs of St. Helier's, the chief town; and the situations of these are, for the most part, as agreeable as any one could desire. Such houses, fit for a small family, containing perhaps six rooms, with kitchen and conveniences, and a small garden, let at from 30*l.* to 35*l.* Jersey money, or from 27*l.* 10*s.* to 32*l.* Sterling. In the outskirts of the town, in some directions, houses of five rooms and kitchen, and with a *very* small garden, let as low as about 24*l.* sterling. This, it will be observed, is higher than house-rent in many of the English counties; but the difference is more than made up for in the lower price of the necessaries of life, in the total absence of taxes and rates, and also in the price of furniture. For this just Jersey offers many advantages, owing to the absence of all duties on wood, owing to the cheapness of labour, and owing to the frequent sales by auction, at which furniture may be picked up at a moderate expense. It is certainly more advantageous to purchase furniture than to live in a furnished house; and in case any one who has furnished a house should be desirous of making a trip of a few months during the summer to England or France, his house will readily let furnished at a high rent. There are also upholsterers in Jersey, who will furnish a house, charging 20 per cent. on the price of the furniture the first year; at the end of the year it is again valued, and the per centage on the

deteriorated value charged the second year; and so on every year, the occupant having the power at any time of purchasing the articles at the then value. In this way one may gradually furnish without laying out a large sum. I will only add upon this point that a small house may be plainly furnished here, exclusive of linen, for 70*l.* or 80*l.*

Leaving rent and furniture, I now come to the price of the necessities of life. Beef, mutton, and veal—the beef no way inferior to English beef—sells at from 6*d.* to 6½*d.* per lb. of 17 oz.; pork, during the winter, of the very finest quality, 4½*d.* to 5½*d.*; bread, of an excellent quality, finer or coarser, from 1½*d.* to 2*d.* per lb.; butter, superior to what is generally found in England, about 10*d.* during the summer months, 2*d.* more during the winter; eggs, during the summer, 5*d.* to 6*d.* per dozen, in winter at least a third dearer; milk, 1½*d.* to 2*d.* per quart; best loaf sugar, 6½*d.* per lb.; good moist sugar, 3½*d.* to 4½*d.*; excellent black tea, nowise inferior to that which sells in England at 7*s.*, 3*s.* 4*d.*; best green tea, 6*s.* All kinds of vegetables are to be purchased at a very low rate. Oysters, during the season, are sold at 1*s.* per hundred; it must be admitted, however, that they are coarser than the oysters generally eaten in England. Jamaica rum sells at 4*s.* 4*d.* per gallon; Hollands at 3*s.* 4*d.* These prices are all stated in Jersey money; that is, if an article costs a shilling, and you give 1*s.* British, you get a penny back. 1*l.* British is worth 1*l.* 1*s.* 8*d.* Jersey.

Such being the prices of the necessities of life, we are enabled to ascertain whether Jersey possesses advantages on this point to those whose incomes are so limited as to exclude luxuries in England. It may be conceded that a house which lets in Jersey at 30*l.*, may be had in the remotest of the English counties at 20*l.*; but if to this 20*l.* be added rates and taxes, and the difference between Jersey and English currency, the real advantage in house-rent is not more than 5*l.* or 6*l.* in favour of England; and it is scarcely necessary to say that this sum is greatly overbalanced by the difference in groceries, exciseable commodities of all kinds, including spirituous liquors, butter, milk, and vegetables; so that it may safely be averred, that he whose income in England will barely purchase the necessities of life, will find in Jersey an overplus sufficient to command a little stock of its luxuries. If I were to speak of Jersey in comparison with foreign residences to the same class of persons, I would say that most places in France are upon a par with Jersey in point of expenses: for although house-rent be dearer in Jersey, exciseable commodities are cheaper; and I shall be able to show, by and by, that Jersey possesses advantages of another description, to which no continental residence can lay claim. The conclusion at which I arrive is, that supposing two persons to pay 30*l.* for rent, having purchased their own furniture, and to keep one female servant, 100*l.* sterling will cover house-rent, eating and drinking, (excluding luxuries of all kinds and wine,) servant's wages, and coal.

I now proceed to speak of Jersey as a residence to those whose means are somewhat more ample. These, if their incomes allow them to live *merely comfortably* in England, will, upon the same income, in Jersey, be placed within the range of many luxuries. Among these, the first deserving mention is the article of wine. This, by persons of moderate income in England, must be very sparingly dealt in; but in Jersey, all who could afford to drink beer in England, can drink wine here. Excellent Port and Sherry may be purchased, for ready money, at about 22*s.* sterling per dozen; Marsala, certainly superior to the common run of this wine in England, and beyond all comparison better than the whole family of Brontes and Capes, costs 11*s.* sterling per dozen; light Grave and Barsac are sold at from 10*s.* to 15*s.*; good Burgundy, at 22*s.* sterling; Rhine wine at something less than 16*s.* Clarets, of course, are at all prices, but a very pleasant wine may be bought for 13*s.* 9*d.* sterling. Vin du pays of France costs 6*d.* per bottle. Rum and Hollands have already been mentioned; but as we speak at present of luxuries, we must not omit mention of Cognac, which, of a quality far supe-

rior to any that is usually to be met with in England, costs 7s. per gallon, Jersey currency. But besides the article of drink, there are various other luxuries to be commanded in Jersey by an income which, in England, contents itself with the purchase of little beyond necessities. Among these, I would mention fruit in the first place—grapes, for example, which may be currently purchased at 4d. and 6d. per lb., while the best qualities, such as the black Hamburgh, and even the Muscat, reared under glass, but without artificial heat, cost from 8d. to 1s. Melons also may be had at 8d. or 9d. apiece; while, if we descend to the commoner fruits, baking apples are sold for literally next to nothing; and vegetables of all kinds, especially the finer sorts, are sold for one half of what they cost in England. In the article of fish, too, there is something for luxury to cull from. The John Dory, the red and grey mullet, the bass, the lobster, and occasionally the turbot, may all be purchased at a price which brings them within the reach of the most moderate income. There is another luxury which must not be omitted,—the power of keeping a little vehicle. The keep of a pony, to one who has a stable, will not exceed 17l. or 18l. sterling; and there are no taxes either on horses or vehicles, neither are there any toll-bars. It is evident, then, from these details, that as one who in England can barely command the necessities of life, can live at least *comfortably* in Jersey, so one who, in England, can live merely comfortably, may command very many luxuries in Jersey.

But in other matters than the greater cheapness of both the necessities and the luxuries of life, Jersey possesses important advantages as a residence. These I shall shortly enumerate: and first, let me notice the eligibility of Jersey as regards its geographical position, supposing the question to be a choice between Jersey and any foreign residence. It is almost unnecessary to speak of the great inconvenience of a distant Continental residence, such as Pau or Lausanne; and there are, undoubtedly, contingent disadvantages attending a residence in any foreign country, however near it may be to the shores of England. Jersey has none of these,—it is a British dependency, under the protection of the English government; and its position is all that can be desired by those who, although compelled from prudential motives to live out of England, yet desire to be within a step of her shores. Twelve hours in the mail-packet carry one twice a week to Weymouth; while four or five hours more put one ashore two other days in the week at Southampton. Then there is a conveyance every week to St. Malo, or Granville, a voyage which occupies only three or four hours; and thus there are constant facilities of visiting either London or Paris, at a trifling expense. These steam-boats, too, offer constant opportunities for the conveyance of parcels and packages; and there is a post and delivery twice a week.

As another advantage, let me mention climate,—which, to persons of feeble or injured constitutions, (as many who have seen foreign service are,) is no slight consideration. The climate of Jersey is warmer than the warmest part of England; while the vicinity to the sea, at the same time that in winter it tempers the cold, moderates also in summer the intensity of heat. It has been ascertained too, by authentic tables, that the mortality of Jersey is lower than in any part of England; and in no population of the same extent that I have ever seen, have I observed so few who exhibit in their aspect the ravages of disease.

Let me notice, as a third recommendation of Jersey, the extreme beauty of the island, which, although perhaps a matter of no real importance, is yet a recommendation to some. Besides the fine marine views which are presented on every hand, the interior of the island offers the most beautiful and varied scenery,—wood, orchards, gardens, meadows, deep ravines, clear rivulets, cottages, farm-houses, and country seats, reminding one of the most fertile parts of Gloucester or Monmouthshire. Excellent roads everywhere intersect the island, so that for walks, rides, drives, and excursions of all kinds, every possible facility is afforded.

It only remains that I should add a few words on the state of society. It is, perhaps, unnecessary to say, that in a place where there are from six to seven hundred officers on the half-pay of the army and navy, there can be no lack of society to those who choose to mix in it. Those who can afford it may be in company every evening; while, on the other hand, a little caution at the beginning will limit intercourse to the capabilities of one's purse. There is a general disposition, I would say, among the naval and military officers, to be neighbourly and friendly with each other, and also to accommodate the style of intercourse to the means of those who partake in it. Besides this general intercourse, there are clubs, particularly whist clubs, which serve to pass some agreeable evenings to those who are fond of this amusement. A certain number of families meet at stated intervals, at each other's houses,—the play is limited,—the hours are fixed,—and the entertainment is confined to such articles as may not prove inconvenient to the state of any purse. I should say, that society among the English residents in Jersey is of a better tone than can be found in any of the French or Flemish towns: and that those who are fond of society, and have the means of enjoying it, will find it here sufficiently extensive.

To those who have families, it is important to be known, that education in Jersey is both good and cheap. The best masters in French, music, and drawing, may be obtained at from one-third to one-half of their cost in England; and for the chief branches of male education, there are many eligible schools, presided over by able masters.

These details may serve as some guide to the officers on the half-pay of the army and navy, as to their choice of residence; and I shall conclude this paper with offering my opinion, that those whose incomes range from 100*l.* to 400*l.* per annum cannot anywhere spend them to so much advantage as in the island of Jersey.

G. •

DETAIL OF SIEGE OPERATIONS EXECUTED BY THE TROOPS AT CHATHAM, ON THE 18TH JUNE.

WE have been favoured with a copy of the detail and a description of some siege operations carried on by the garrison of Chatham, in concert with the Royal Engineers, on the 18th June; and as they are represented by a well-qualified eye-witness to have been of a highly interesting nature, we give them to our readers, and shall avail ourselves of the opportunity of making some passing remarks.

The explosion of some experimental mines having been fixed for the 18th June, for the purpose of ascertaining the effect produced on an inclined gallery of 120 feet in length, which had been executed immediately under a line of charges, advantage was taken of the occasion to carry on some other operations of a siege in connexion with them; and Colonel Sir Leonard Greenwell, the Commandant of the garrison, having kindly acceded to a request that he would occupy the trenches, executed for practice this season, with a portion of the troops under his command, and also post some others as defenders, to add to the interest of the operations, the following disposition of troops and plan of operations were decided on:—

250 men, as a relief, will be drawn up in the first parallel, and the two batteries in front of it will be armed. •

• 200 men, as a reserve, will be posted in the second parallel.

500 men will occupy the third parallel, and the temporary cover that has been obtained between it and the outwork, which is supposed to have been taken during the early period of the attack. •

100 men will be posted in the trench cavalier. •

150 men will be posted in the advanced trenches.

300 men will act as defenders, and will be posted in the redoubt and temporary intrenchments between it and the salient.

GENERAL PLAN OF OPERATIONS.

It being premised that the works against which the attack is carried on are quite irregular, and that the parallels and approaches have not been executed in reference to them, but are only used on the occasion to make their general application apparent—

The intention is to assault the works on the springing of a mine, which may be supposed to have been established from the third parallel, for the purpose of blowing in a counterscarp or breaching a work; and, after driving the defenders into a detached redoubt, to establish a lodgment for musketry by the flying sap, in furtherance of an attack upon the redoubt itself.

Colonel Sir Leonard Greenwell, attended by Colonel Pasley, will take post in the outwork to direct the operations.

The troops being posted as detailed, a general firing will be commenced on a concerted signal, which will be maintained on both sides until the bugle sounds "cease firing."

Soon after the commencement of the firing, a signal will be made for the explosion, when the troops in the trench cavalier and advanced trenches will retire into the approaches below the hill, to avoid its effects.

Two companies will now be detached from the reserve, and, formed as a column of attack, will be drawn up under cover of the broken ground in their front, in readiness to move forward by the road on their left, to attack the intrenchments between the redoubt and the salient.

100 men of the force occupying the third parallel will also be formed as a storming-party, and held in readiness to march out from the left of the third parallel to assault the face.

The dispositions for the assault being made, the mine will be sprung, and, on the signal to move forward, the advanced trenches and trench cavalier will be immediately re-occupied to cover the attack.

One column, as directed, will then advance from the left of the third parallel, and storm the face, and, after driving the defenders from it, will be established on the reverse of the exterior slope of the parapet.

The other column will move forward by the road, and dislodge the defenders that are posted between the salient and the redoubt. This column will be established in any cover that may be found there, and will hold the ground as far as the old battery, so as to protect the execution of the flying sap.

When the defenders have been driven from their positions, 50 sappers will advance from the outwork, and establish a lodgment for musketry by the flying sap, which will be occupied as soon as completed.

Captain Wortham, Royal Engineers, will direct the mining operations, and will examine the effect produced by the explosion, reporting the result, before the signal is given for the advance.

Lieut. Beatson will accompany the storming party on the left.

Lieut. Hutchinson will accompany the officer in command of the right attack.

Lieut. Molesworth will superintend the execution of the flying sap.

C. W. PASLEY, Col. Royal Engineers.

Chatham, 14th June, 1833.

The general arrangements being approved by Sir Leonard Greenwell, the 50th regiment, under the command of Lieut.-Col. Wodehouse, was posted in the third parallel, advanced trenches, and trench cavalier, and furnished the storming party; and the rifles, commanded by Major Hope, were detached from the reserve to attack the intrenchment and covert way.

The provisional battalion, under the command of Major Doubourdieu, and the 21st Fusiliers, under Major Deare, occupied the works against which the attack was directed, as a defending force; and Colonel Sir Leonard Greenwell directed the operations in person.

The firing of artillery and musketry was maintained with great vigour on both sides until the explosion of the mine gave the signal of attack.

The impetuous assault of the storming-party of the 50th, and the skilful manner in which the rifles, moving over broken ground, and availing themselves of every obstacle, dislodged the defenders, who disputed every tenable position in a most effective manner, were admirably calculated to show the efficiency of both those modes of attack; and whilst the uninitiated had the opportunity of gleaning experience, the veteran could not fail to be reminded of scenes in his former services.

The lodgment was effected by the Royal Sappers and Miners, and a good musketry-parapet established and occupied by the 95th regiment under Capt. Drewe, in less than ten minutes after the commencement of the work. This operation was also highly interesting.

We have subsequently been informed, that the gallery situated under the experimental mine has been explored, and the effects produced have been correctly ascertained; about one-half of it was either partially injured or totally destroyed.

Though little has been heard of it, the system which was first sanctioned and recommended by the late lamented Duke of York, of carrying on different military operations in the garrison of Chatham in concert with the Royal Engineers attached to the establishment, for field instruction, has been persevered in by authority, to a certain extent, for many years.

The regiments and depôts, as they successively pass through the garrison, are regularly exercised in the various duties connected with the attack and defence of places; pontoon bridges are also formed occasionally across the river Medway, over which the cavalry at Maidstone and the troops in garrison at Chatham are marched.

Some of the duties thus acquired were brought into play in the storming of stockades, and on other occasions, during the Burmese war; and, as opportunities may offer, will doubtless prove highly beneficial to the service.

Many officers of distinction were present on this occasion, and were highly gratified, and even instructed, by this well-planned and expertly executed "war game."

MILITARY EQUIPMENT.

The following suggestions have been submitted by their author, Captain Hare, on the half-pay of the 51st light infantry, to the General Commanding-in-Chief and Master-General of the Ordnance, by whom they have been taken into consideration. The "water-proof cartridge," in particular, will, we believe, be submitted to early trial, as promising to realize a very desirable improvement in the preservation of that important but wasteful munition.

WATER-PROOF CARTRIDGES.

In submitting the water-proof cartridges to the authorities for whose inspection they are intended, the inventor takes leave to make the following observations.

Experience has taught him, that a cartridge that will resist damp and exposure to wet is a desideratum which, when obtained, must be of infinite advantage, both to the naval and military services; that they have suffered

hitherto, in numerous instances, from the ammunition being rendered completely unserviceable, at a moment too when it was of vital importance that every round should be most effective, for instance in the passage of rivers, on boat services, and by the troops being unavoidably exposed to heavy rains, is a fact known to all practical naval and military men.

It must also be well known, that the cartridges now in use are very liable, from the loose way in which they are enveloped in paper, to shake out the powder, which, after a march or field-day, will be found in the bottom of the soldier's pouch; and it has been by no means an unusual occurrence for the pouch of a front rank man to blow up, by a spark from his comrade in his rear igniting this loose powder.

Economy, simplicity and expedition have also been studied in their manufacture; for it can be shown, that with all the advantages here described, these cartridges could be supplied at about the same cost as the present clumsy, inefficient article of that denomination, and by the application of a little simple machinery, the manual labour would be very much lessened, which, at times, on a sudden demand, might be very important, by the preparation of a large quantity in a short space of time; and as blank ammunition is liable to great deterioration from damp magazines and other casualties, it would be, probably, an object worthy the consideration of the ordnance, (bearing in mind that no increase in price would be caused by the water-proof preparation,) to cause the whole, whether ball or blank, to be made as proposed.

The ease with which the soldier can bite off the top, to prime and lead, is quite equal to the common one; neither will the water-proof cartridges be more liable to injury by friction in carriage, when packed in the simple way now in practice. The officer who has projected these cartridges courts the criticism and tests which it may be deemed proper to subject them to.

SAPATA.

The sapata, or temporary shoe, is strongly recommended on an expedition being ordered for a foreign campaign. Those officers and men who had the good fortune to serve in the peninsular army, as well as many others on other services, must have seen, with distress, (if they did not themselves suffer,) the inconvenience many of their comrades were put to by the loss of their shoes, (an article so indispensable to the soldier,) at a time too when a supply was not at hand, neither could they be purchased; for instance, Sir John Moore's retreat to Corunna, and on various other occasions.

It is therefore proposed that every soldier should be his own shoemaker; that he should be shown how to cut out and form the sapata; and as the British soldier is so fortunate, except under very extraordinary circumstances, to be furnished with his daily ration of beef, and that very frequently too in parts of a country distant from a commissariat depôt, and when their conveyances could not get at him with a supply, yet where bullocks can be driven, as is the usage on service—a man, then, in this emergency, has only to attend at the slaughtering place, and supply himself with a piece of hide of sufficient size, and, without much ingenuity, or any tool but a knife and the point of his bayonet, will be able to supply a substitute for shoes, soft and easy, to his probably already galled soles, and be ready for the march again in the short space of from ten to twenty minutes.

It is also desirable that each man should be supplied, on leaving England, with a pair of these hide shoes, not only as a pattern to cut out others by, but as a resource in case of need; and they may be very usefully disposed of inside the jacket on the soldier's back, by being placed one on each shoulder, (being attached by a couple of tapés,) with a view to guard them from the friction and gall of his knapsack straps, without adding much to the weight of his overcharged back.

THE SELF-FIXING BAYONET.

The self-fixing bayonet to the soldier's musket (though a contrivance of itself not altogether new) is respectfully submitted to the General commanding in chief, with a view to obviate some evils to which the infantry service of His Majesty's army is at present liable.

It must be well known to commanding officers and captains of companies, that the present mode of fixing the bayonet is attended with much inconvenience, as well as resulting in much expense, by the men violently striking the socket (to unfix,) and thereby knocking off the sights; and not unfrequently the socket itself is put out of repair. In cases of embarking and disembarking, many bayonets have been lost overboard by their fitting too loosely in the scabbards; and by being accidentally reversed, must, and do necessarily fall out.

Officers who have served at the investment and storming of fortified places can readily bear testimony to the many distressing casualties, which have occurred, both to men waiting to ascend the ladders, as well as to those who, from some accident or trifling wound, have let go their hold when on the ladders: those in the former case having received the bayonet fall on them from a killed or wounded comrade, and those in the latter case, by falling on the bayonets of the men assembled below. It will be clearly shown, that these evils may be mitigated, if not entirely obviated, by the self-fixing bayonet, as it can safely be allowed to remain in its unfixed position, until the moment of its being required for actual service, the fixing being instantaneous.

It should be observed also, that the only article of furniture of which the musket is deprived by the substitution of the self-fixing bayonet, is the "sling," to which the soldier, for his own convenience, attaches no importance, as it seldom or ever occurs that he uses it to carry his firelock, except expressly commanded. The simplicity and absence of complication in this article of military equipment, together with its not being easily put out of repair, it is respectfully presumed, will be a strong recommendation to it; and it should be observed, that the same words of command are equally applicable to this mode of "fixing bayonets" as heretofore, though with a less number of movements, and with much less noise; when, after coming to the "port," the word "charge bayonets" is given, the men have only simultaneously to pull the front trigger by which the bayonet is released; the rear rank might receive the word to "fix" from the recover taking a pace to the right to form an interval; to "unfix," the motion is much more simple than that now in practice. On the word "unfix," the thumb of the right hand is placed on the spring knob at the heel of the bayonet, when, by pressure, it instantly falls from its perpendicular, and by sliding that hand down the back of it, the point readily finds its place in the groove at the head of the stock, from whence the concussion of firing, or any sudden blow, will not cause it to escape. Light infantry, or troops employed as such, will find the bayonet afford them a desirable *rest* from which to take their aim, and which can be affected at pleasure (the bayonet being suspended from the muzzle) by raising or depressing the butt of the musket. It should further be observed, that the self-fixing bayonet can readily, and at a very trifling expence, be fitted to the firelocks now in possession of regiments, as well as store arms, and that the present bayonets would also be made applicable for the purpose.

FOREIGN MISCELLANY.

FRANCE.

NEW TELEGRAPH.

THE following description of the day and night telegraph, which has been lately brought into operation at Rouen, has been communicated to us:— "The telegraphs in common use in France have three arms, which form the figure of a Z when in a state of inactivity; but those just introduced by Ferrier have but two; and the arms do not stand in immediate connexion together, but are attached to two vertical poles, with an interval of ten feet between them. Two lanterns are fastened to the extremities of both these arms; one of them stationary, and the other so adjusted as to travel round its companion. A fifth lantern is placed between the two poles, and has a horizontal motion. The various positions of these five points, with respect to each other, constitute the several signals. This mechanism answers equally well whether for day or night use; for the lanterns, being coated with black, are as distinctly visible on a fine day, as they are, from their lights, on a dark night*."

MILITARY SCHOOLS.

The grants voted for the support of these establishments during the present financial year (1833-4) are as follow:—

Polytechnic School †	£28,760
School of St. Cyr	22,800
Royal Military College of La Flèche	13,920
Cavalry School	7,320
Special School for the Staff	2,000
School of Practice for the Artillery and Engineers at Metz	3,680
Military Schools of the second class, called "Gymnases Militaires"	3,200
	<hr/>
	£81,680

FORTIFIED POINTS AND NAVAL PORTS.

France abounds in fortresses, and some of them rank among the strongest in Europe. The most important on the list are Dunkirk, Bergues, Lille,

* We may here observe, that Trojanski, professor of Classical Literature at Cracow, has clearly shown that telegraphs, consisting of five lights, exhibited on the summits of hills and mountains, were known to the Greeks and Romans. His main proofs are derived from several passages in Cæsar's Narrative of his Wars in Gaul, in which mention is made of "letter telegraphs," and from which it would appear that the ancient Gauls were the first inventors of the art.—Ed.

† An idea of the proportion of officers which this celebrated establishment prepares for the civil and military services respectively may be formed from the subsequent data; namely, that out of 3501 pupils, as many as 2740 have entered into the artillery and engineers, and 761 have chosen the service of the mines, or of the *Ponts-et-Chaussées*, for their career. It appears that the pupils are not assigned to any particular service after examination into their several qualifications, but are called upon to choose for themselves a twelvemonth beforehand. In Napoleon's time, the more rational plan of awarding the service according to the qualifications was pursued. The school was originally set on foot in 1794, in consequence of a report made to the legislature by the Committee of Public Safety; its first appellation was "The School of Public Works," which it exchanged for its present name in the following year. The pupils did not board or lodge under its roof, until they played a distinguished part in a theatrical row in 1807, when Napoleon ordered them to be quartered in barracks. Since that time, besides the science of fortification and gunnery, their range of study has embraced mechanics, the arts of design, geography, chemistry, natural and experimental philosophy, and the German language. The ordinary number of pupils is about three hundred, and four and twenty of them are educated at the public expense.

Douai, Cambrai, Valenciennes, Condé, Maubeuge, Avesne, Rocroy, Givet and Charlemont, Mezières, Sedan, Thionville, Metz, Bitché, and Weissemburg, on her northern frontier, on the borders of Belgium, and near the confines of the Prussian and Bavarian dominions; Huguénau, Strasbourg, Schelestadt, and Neu-Brisach, on her eastern frontiers, next central Germany; Belfort, Besançon, and the new fort De l'Ecluse, on the same frontier, adjoining Switzerland; Grenoble and Briançon on the borders of the Sardinian dominions; Perpignan, Bellegarde, and Mont Louis, on the eastern frontier of Spain; and St. Jean-Pied-de-Port and Bayonne, on her western quarter. According to the scheme lately propounded by Colonel Bricqueville's hero, who brought back caravan-loads of pictures and other spoils, but not one solitary piece of cannon, as trophies of his exploits in the Peninsula, Toulouse in the south, and Nantes and Tours in the west, are to be added to this array of embrasured bulwarks. Paris, also, is to be guarded by an entrenched camp between Nogent and St. Denis, a circle of detached forts around it, and a regular circumvallation or girdle of high walls, as an *enceinte de sûreté*. It has, however, been proved, beyond dispute, by the first native military authorities, that this project of Marshal Soult is overtly and ridiculously inefficient as regards an invading foe, but that it is covertly devised to admiration as a means of keeping the uproarious blood of his master's "loving lieges of Paris" at the cooling point. His Excellency the Minister of War, (and all the world knows how indisputable a claim the butchery of Toulouse has given him to that title,) having one day asserted in the Lower Chamber, that not a cannon from the nearest of those forts could endanger a single chimney-pot within the precincts of the French metropolis, it has been proved, by actual admeasurement, that eight at least of the intended forts, if only armed with 12-inch Gomer mortars, or simple 24 pounders, could level the "*enceinte de sûreté*"! and a pretty considerable fraction of our "good city" to boot, to a plane line with their site. But who could expect good faith in such a quarter? Not a soul in the old or new world, we reckon, barring his new cronies at Whitehall; much less one who has served under him and sums up a relentless fire of facts in his onslaught upon the Marshal's feint, by neatly adding, "Our souls may well be disquieted within us, when we come to recollect, that each of these forts is to be manned with a garrison of a thousand muskets, an armament of eighty mouthpieces of iron, and a save-all, where five and twenty thousand good and true pounds of powder are to be kept under his Majesty's lock and key."

We had almost forgotten the Naval Ports of France: these, which are supplied with slips and dock-yards, comprise Brest, Toulon, Rochefort, Cherbourg, and L'Orient. Corvettes and sloops are also built at Bayonne, Nantes, and St. Servan.

PRUSSIA.

BERLIN.

The plan which is said to be in contemplation for remodelling the School of Artillery and Engineers has excited great sensation. It seems to be the intention to render the officers, who are prosecuting their studies in it, liable to three examinations: the first for the purpose of determining their admission to the Military School; the second for that of ascertaining their fitness to receive an officer's commission, and wear the uniform of the rank; and the third for that of establishing their claim to the grade of an officer of artillery. Such as may not be inclined or able to pass these three examinations, will be allowed to enter the infantry and cavalry solely. The latter two branches of our military establishment have, however, taken so much fire at the degradation, which they conceive such a plan calculated to inflict upon them in the eyes of the whole country, that there appears little chance of its being carried into execution.

SWEDEN.

KARLSKRONA.

Sweden possesses but few strong places, and not one in those quarters of the kingdom which are exposed to the attacks of her Russian neighbour; for the citadels of Waxholm and Fridrichsburg, which command the entrance into the port of Stockholm, are too insignificant to come within the denomination of fortresses. The only points which deserve such a name, are Karlskrona, Christianstad, and Ny Elfsberg; and to these, when the works which have been for some years in progress are completed, will be added the extensive and formidable fortress of Vanaes. The great naval port of the Swedish crown is Karlskrona, which has a roadstead capable of holding a hundred sail of the line, and has two basins or docks, the oldest of which is excavated in the solid rock to a depth of eighty feet, its width being two hundred; nor is the new basin, which is partly protected by a copper roof, of inferior capability. Great pains have been taken of late years in fortifying this important post; the works were begun in 1820, and will not be finished until 1837. They are chiefly directed to the construction of a citadel of great strength on an isolated rock, which commands the only navigable inlet into the harbour: it will be a thousand feet in breadth, and two thousand in frontage, and be armed with four hundred pieces of cannon. The ramparts, which are nowhere less than twenty feet high, are built of large blocks of granite, bound together with a species of cement which becomes nearly as hard as the granite itself; and the whole of the works are so admirably planned and constructed, that when M. de St. Simon, the French ambassador, inspected them in company with the Swedish sovereign last summer, he remarked, that he had been hitherto led to conceive there was no naval station in Europe which could compare with Cherbourg, but that now, having seen Karlskrona, he was forced to admit, that it bore away the palm.

ARABIA.

THE MUSCAT SOLDIERY.

"On my arrival at Muscat I saluted his majesty the Imam with thirteen guns, which were answered from the land gun by gun; and a short time afterwards he sent off a launch to me with a cargo of fruit and three sheep as a present. Having obtained permission to land and pay him my respects, I disembarked at ten the next morning, attended by the captain of an Arab frigate, who was to act as my interpreter, and made my way to the palace, where I was most graciously received. * * * * The Arabs concern themselves little about trade, having a preferable relish for war and a maritime life. Some of their troops still make use of the matchlock: this weapon is not so obnoxious to their climate, which is extremely dry, as it would be to ours; for our rains and humid atmosphere would frequently render it unserviceable. The match, which appeared to me to be made of cotton, is scarcely so thick as one's little finger; it is wound round the stock of the piece, between the butt-end and the lower extremity of the barrel; one of its ends is grasped by a kind of cock, fitted to the gun much in the same way as it is to our own; this cock falls, by the action of a trigger, on a small chimney filled with powder, into which the match descends; and in this way the charge is exploded. Others of the Arab soldiery have no other equipments than small shields made of rhinoceros' hides, which are brought from Zannihar, one of the Imam's dependencies. It is a mere weapon of defence, of a circular shape, and about the size of a plate; it is held in hand with the aid of a strap, and used in inverting a sabre slash. Their sole weapon of offence is a long sword-blade, straight, broad, and exceedingly flexible and keen-edged: notwithstanding its size, it is remarkable for its lightness, and the metal appeared to me to be admirably tempered. Their officers are generally armed with daggers and Damascus swords."—*Extract of a letter from a French officer.*

REVIEWS AND CRITICAL NOTICES.

Description of a Design for a National Naval Monument.

By THOMAS BELLAMY, Architect.

WE have great pleasure in making known the details and object of a very noble monument, the design of which we have seen, and consider highly creditable to the taste and talents of its author, Mr. Bellamy, as well as strikingly calculated to effect the purpose in view.

It has been urged, as a reproach to England, that, although pre-eminent in arms, she boasts but few public records either of her naval or military achievements; thus, events, the commemoration of which contributed so largely to the splendour and magnificence of Rome and other capitals have accumulated till we find the catalogue of national gratitude so vast, as to render it difficult to determine what particular deed should be selected for illustration.

The deeds of Nelson, though unhonoured to the present time, are still fresh in our memories: and *Trafalgar*, a name which the Genius of Victory registered with him at his death, lingers on the ear of those who glory in

“The flag that’s braved a thousand years
The battle and the breeze.”

Of late, the Government has indicated a desire to perpetuate the remembrance of Nelson, by assigning to one of the most conspicuous features of the recent metropolitan improvements, the name of his last victory; but whether this may be hailed as the prelude to any ulterior object is not generally known, or whether Trafalgar Square, like its neighbouring Waterloo Place, is destined to be commemorative in name alone.

That so large an area as the Square in question should remain altogether unappropriated is highly improbable: and yet it would perhaps be difficult to quote any situation less available for a public edifice of magnitude; it would require to be of colossal proportion, in order that it might, as a central feature, take its proper place with relation to surrounding buildings, while it should not obstruct the view of those objects which combine to render this quadrangle by far the finest in the metropolis.

The present design, at the same time that it contemplates an appropriation of the Square in a manner void of objection on the above grounds, is intended to convey an idea of *A National Monument to the Naval Glory of England*; it consists of a series of terraces, variously decorated, but all combining to proclaim its specific character.

The lowermost terrace is intended chiefly to equalize the levels of the ground; but it also constitutes a very important feature, by presenting an expansive platform or base to the remainder of the composition.

Its decorations are figures of reposing lions, and candelabra of bronze, charged with emblematical devices, and surmounted by spheres.

The principal terrace is bounded by a breast-work and pedestals; the latter surmounted by colossal statues in bronze of renowned admirals, and bearing sculptured reliefs of dolphins, tridents, and prows of ships.

The blocks dividing the steps are surmounted by sea-horses.

The third and most elevated terrace circumscribes the base of the central circular pedestal, which sustains a seated statue, in bronze of his Majesty, and is approached through the four open pavilions which radiate from the octangular podium or basement; these pavilions are crowned by trophies, in bronze. The steps are flanked by blocks bearing sea-horses.

Each face of the podium, between the pavilions, is enriched by an alto-relievo, illustrative of some signal event in the naval annals of the country, and by a recumbent colossal figure characteristic of one of the four quarters of the globe.

These would all be mirrored in the spacious basins which are formed between the radiating pavilions on each face of this division of the design, from which sets would issue so as to constitute four distinct fountains.

The building represented in the rear of the monument, although strictly adapted in all its dimensions to the site selected for the National Gallery, and to the peculiar provisions which it demands, is only substituted, from necessity, for that which is to be carried into execution, the design for which is unknown to Mr. Bellamy.

Transatlantic Sketches. By Capt. ALEXANDER, 42d Highlanders.

OF a profession proverbially errant, both by duty and inclination, Captain Alexander has proved himself the most locomotive member. This remark, as applied to mere change of place, would, we admit, be but an indifferent compliment to that officer, who, it is but just to say, both by the motives which have led him to undertake expeditions so distant and difficult, and by the recorded results of a spirit of enterprise and research so creditably directed, has acquired no common claims upon public and professional respect.

It has already been our grateful office to offer our favourable testimony to the merit of earlier productions of Captain Alexander, who, from the very outset of his career, has been a disciple of the Peripatetic philosophy.

Quæ regio in terris sui non plena laboris?

Of his several performances, the work before us is, undoubtedly, the best written, as well as the most various and entertaining. The natural exuberance of a youthful fancy has been judiciously pruned, and the tempering power of maturer experience has repressed the luxuriance of language and sentiment common to the spring-time of life, which cold-blooded criticism conderans, because it cannot, or has ceased to participate.

The descriptions of our military traveller are so fresh, his observation is so vigilant, and his opinions are so common-sensible and fair, yet unpretending, that we follow him through his devious and diversified wanderings with equal confidence and relish. To describe or comment on his course would, we hope, be as superfluous as it certainly would be difficult with due regard to our contracted limits; and, in lieu of extracts, which the pressure of original matter usually excludes from our pages, we refer our readers to the volumes themselves, in the full assurance that our comrades will be agreeably repaid by their perusal.

"In the beginning of 1831," says the author, "being unattached to any regiment, and having already visited many parts of the Old World, I determined on an expedition to the New, previous to returning to full pay. I communicated my intention to the Secretary of the Royal Geographical Society, and to other literary and scientific individuals, and volunteered to execute commissions for them in America or the West Indies. I thus obtained a series of interrogatories to answer; and in collecting information for myself, had my attention directed to other matters of great interest, which I might otherwise have omitted to notice."

With these laudable views, combining the *utile* and *dulce*, Captain Alexander traversed, with a profitable rapidity peculiar to himself, the West Indies, Guiana, United States, Canada, &c., including a range of some sixteen thousand miles "per mare, per terram." This is high-pressure travelling.

We are again compelled to postpone a crowd of Critical Notices of Books, &c.

CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, July 19th.

MR. EDITOR,—Portsmouth is at the height of its season: it being Free Mart fair, a much looked for occasion for exciting the faculties of our precocious youth, and of heightening the despair of the saints,—for here the extremes of society meet. Here, now, you may view, among many other sights “fair to see,” wild beasts, birds, and fishes, from all unknown parts of the world, and panoramas of all events, from the embarkation of Noah down to the incrustation of Captain Ross. Many other things have we also in this famed depôt, fit for the attention of our visitors, though some of them, I fear, scarcely attract attention, albeit meriting much. And first, there is the bust of the prince (afterwards Charles I.) erected to his honour when he landed here on his return from his knight-errant expedition into Spain; second, there is the house wherein the Duke of Buckingham, of amorous memory, was stabbed by Felton; and third, (but this is quite recent,) we have a breach in the wall—yea, a breach, a practicable breach—knocked out lately with convicts’ axes, in order to open a new road from the town to Southsea, for the accommodation of the carriage-keeping public: about six in number; but which, there being some informality in the proceedings, is left in picturesque incompleteness, crumbling and fragmented, in all duly emblematic of war’s labours.

Yesterday, however, a superior attraction caused the sights to be overlooked, and the fair to be deserted: we were honoured by the presence of the heiress presumptive and her august mother, who came from Norris Castle, near Cowes, to witness the launch of the *Racer*, a vessel on Capt. Symond’s construction,—a construction, in the opinion of some judges, admirable for small vessels, but not well adapted for large ones. The day was auspicious, although calm, which, to sailors, at first sight may seem a paradox: light shifting clouds tempered the sun’s ardour, and the absence of wind was supplied by a steamer, which, taking the *Emerald* cutter in tow, rapidly wheeled her over from the island to Portsmouth: the forts saluting, and the ships of war cheering from their yards, as she passed up the harbour to her moorings.

Admiral Sir Thomas Williams, attended by the principal officers in commission, in their respective barges, immediately came alongside and conveyed the royal party in due state to the north end of the dock-yard, where the ceremony was to take place. The standard soon floated on the highest building in the yard, and a few minutes after, the new created vessel, named by her Royal Highness, left her cradle, and became “a thing of life,” amidst the plaudits of the spectators. Thence, the royal procession, in all the pomp of measured strokes, and streaming banners, and flying pennons, rowed down the harbour to visit the *Victory*, duly prepared for the flattering occasion, by having her decks and ladders covered with red cloth. Amidst the roar of cannon and the rolling of drums—what a salutation for ladies!—their Royal Highnesses, escorted by the commander-in-chief, set foot on the quarter-deck, where Lady Williams, with other distinguished individuals, were already waiting to receive them. The brass plate, that marks the spot where Nelson fell, attracted their attention, we were glad to observe, beyond every other thing in the characteristic and splendid scene before them. The Duchess of Kent’s fine countenance was beaming with gratification, and the self-possession and retiring elegant manners of the Princess Victoria, who was simply attired in green—in allusion, perhaps, to her yacht, the *Emerald*,—excited universal interest. What pleasing ideas were called up by the association of her name with that of the immortal ship she was standing in! Led by it, in the good old times of courtesye and poesy, a chronicler would have let his fancy soar, and have written, that the goddess of *Victory*

had descended to her temple in the form of a fair and youthful princess, to visit the shrine of her favourite son.

The officers of the ship having been severally presented, their Royal Highnesses walked round the decks, evincing great pleasure at everything they saw, as well they might, for it is seldom that a ship is seen in such beautiful order. Perhaps no ship was ever before honoured by royalty with so minute an inspection; for, descending below the common *Ultima Thule*, their Royal Highnesses went into the cockpit, on the larboard side of which is the cabin where Nelson died. After remaining a few minutes in that interesting spot, which is preserved with religious care, they went forward, along the tiers, admired the tastefully-arranged store-rooms and armoury, and then dived into the fore-hold to taste some water, pure as crystal and fresh as a spring, which had been standing there above two years in a tank.

Oh, tank! tank! tank! more precious to the sailor than the golden vases of Persia, or the diamond-rimmed goblets of the Ottoman, who shall do thy merits justice? who shall paint the manifold blessings thou impartest to those whose home is on the deep? who, but the hapless mortal doomed to calms on tropic seas, casting his eyes in vain to heaven for rain, who, but the fevered wretch whose parched lips have turned with loathing from the putrid, slimy liquid engendered in casks, can truly appreciate thy value? Glory to thee, oh tank! thou carriest the water of the Thames, in its original purity, to mingle with the sacred stream of the Ganges, and thou enablest the rigid Mussulman to cry a miracle, as he performs his ablutions in water ten thousand miles from its source, as fresh and as cool as the rill from his marble fountain. Beneficent tank! dispenser of health, and comfort, and luxury to hundreds of thousands, had I invented thee, I would drop my patronymic and call myself Tank, - my crest should be a tank—my household utensils should be in the form of tanks; and if I came to the peerage, I would blend thee with my title—would dispute thee with my Lord Tankerville.

Such fatigues, sliding under low decks, and climbing up and down steep ladders, deserved some respite; so, therefore, emerging once more into daylight, their Royal Highnesses sat down at one of the mess-tables on the lower deck, and regaled themselves with ship's allowance,—beef, biscuit, and grog, partaking of the two former articles with gusto, and sufficiently honouring the latter by putting it to their lips. Dearly will the Jacks love them for this simple act.

In fine, after having delighted everybody with their condescension and affability, their Royal Highnesses quitted the Victory, and rowed again in the same state, *à la Vénitienne*, to the dock-yard, the procession threading its way through the innumerable boats that had collected in gay and fanciful order, and greatly enlivened the scene. Landing at the King's Stairs, they went up to the Admiral's house, where a sumptuous *déjeuner* was prepared; of which having partaken, they re-embarked in the Emerald, and left the harbour greeted by enthusiastic cheering from the men-of-war, yachts, and merchant-vessels by which they passed. - Long may they live to enjoy the station which their virtues so eminently adorn!

TYRO.

Portsmouth, July 20, 1833.

MR. EDITOR,—The Portsmouth detachment of marines for Pembroke dockyard were embarked in his Majesty's steamer *Salamander*, (instead of the *Dee*.) and proceeded on the 21st June to that port. The Chatham portion went direct from thence, also, in a king's steam vessel.

June 23.—It is expected the final reductions of the mechanics, &c., of the dockyards generally will be effected this month. A party have been transferred from hence to the eastern yards, and sailed in the *Diligent* naval transport, and several more selected for superannuation; so that it is to be

hoped no more surveys or inspections will take place: for the constant calling men up before the surgeons is not only most disagreeable but disgusting to their feelings; and many of them, if they had not years of servitude, which it would be bad policy to relinquish, would at once quit their employment rather than submit to a repetition of the annoyance. On this dockyard wall a notice has been exhibited, stating that a number of masons and labourers are required to perform some work in the metal mills: this is exactly as I anticipated; the occasional hire of such individuals relieves the country of superannuation, and gets the work quickly performed; the people are paid for the job, and the sooner it is done the earlier they receive their remuneration. I fancy a great deal of occasional work in the dockyards might be effected in the same manner, particularly in the painting and stone-masonry departments: for there is no lack of able and efficient men to be hired in the town ready to perform any specified work by contract, and there can be no objection to this plan in time of peace. But in war the Government should have every branch of work within themselves, and people of all trades and professions ready for employment on every emergency. When the dockyard arrangements for the pay and employment of the mechanics on the several establishments are completed, they are to be divided into classes, and have day-pay instead of task or piece work. That the proper quantity of work may be performed, a number of subordinate officers, at salaries of 100*l.* a-year, are to be selected to superintend. The present measurers will be superannuated, but offers have been made to them to take the new appointment, and some have accepted it.

As I am sure these arrangements have been adopted by Government from a sincere wish to economize the public money and stores, it is but fair to give them every credit for the undertaking; and as it is now pretty well understood that no further alterations are likely to occur to worry the men, every endeavour ought to be used by the leading persons in his Majesty's dockyards throughout the kingdom to carry strictly into effect the wishes of the Lords Commissioners of the Admiralty: for however much men may differ in opinion as to the policy of the Government operations, it is the bounden duty of every subordinate officer to help and assist all in his power and comply with and obey his instructions with despatch, willingness, and according to the implied wishes of his superiors, or else resign his trust. I make these observations in consequence of the grumblers at this port being constantly on the look-out for complaint of, and animadversion on, the Admiralty plans, without waiting for a trial. Numbers were of opinion, and possibly are still so, that there would be a total interruption to naval business when the Commander in Chief moved into the dockyard, as if nothing could be done by him but what originated in High Street,—whereas every matter appears to go on smooth in the places selected; the Commander-in-Chief and Admiral-Superintendent's offices are contiguous; and when the signal-house is erected in the dockyard, there will not be occasion for any intercourse with the town. The Spithead orderly boat lands at the King's Stairs instead of the Sally-Port, and the crews of the boats can always be under cover in bad weather, instead of straying away and rambling into public houses, obtaining more liquor than was prudent, and getting into difficulty on board.

A list of the Royal Yacht Club, corrected to May last, has been published. It contains names of members, numbering to 146, of which upwards of 100 have vessels. The commodore's (Lord Yarborough) is a ship of 351 tons. The vice-commodore's, (the Earl of Belfast,) a brig of 331. Lord Vernon has a brig of 292 tons, the Honourable Capt. Greville a brig of 175, and H. Thorold, Esq. one of 150 tons, each. The remainder are principally cutters and schooners. His Grace the Duke of Norfolk's cutter, Arundel, is 210 tons register, and 153 displacement: several of them are upwards of 100-ton vessels, and they gradually reduce to a yawl of 21 tons out of Plymouth. The honorary members of the club are chiefly composed of admirals and

captains of his Majesty's navy. His Majesty and the Duke of Gloucester are members of the club, and the arrangements are in the most respectable state, for the list contains the names of treasurers, chaplains, surgeon, marine painter, agents at Genoa and Cherbourg, and secretary; and, though last, not least, a weekly newspaper is published at Southampton, with the cognomen of "Royal Yacht Club Gazette." On looking over the list, it is gratifying to perceive the numbers of distinguished individuals that belong thereto, and the apparent prospect there is of its continuing to increase. No country but Great Britain could ever muster such a selection of beautiful vessels, or maintain them and their crews in the effective state which they uniformly exhibit. The commodore's "Falcon" sets an example of efficiency and skill. Lord Yarborough's coming down is generally the forerunner of the other members' assembling; and as soon as Parliament is up, most of them and their friends will hurry away to enjoy the sea air. A very strong muster is expected at the Cowes Regatta. For some years the inhabitants of this town and Gosport subscribed from two to three hundred pounds annually to the laudable purpose of a regatta, and had very good ones; but, for the last two years, it has entirely ceased, and dwindled to a mere boat-race in Stokes Bay. Whether it arises from poverty, lukewarmness, or that a few only of the members of the Yacht Club entered their vessels, so that the cups were scarcely contended for, so it is—the Portsmouth Regatta has been dropped. It is a great pity, for there cannot be a better place for vessels, to sail round than Spithead, or for boats to pull by than Southsea Beach. There has been no lack of sport or rivalry among row-boats, for our numerous watermen are proverbial for the management and excellence of their wherries, having to contend with fearful weather in the course of their transit to and from Spithead and the Isle of Wight. If the Royal Yacht Club can be induced to take the Semaphore, in High Street, as a club-house, the annual regatta will soon be re-established, as I hope there is still public spirit enough left in the place to induce the natives to subscribe their two hundred guineas for the purchase of a cup or two, a new wherry, and other rewards for the nautical amateurs to contend.

The Royal Irish Yacht Club Regatta took place the early part of this month, in Dublin Bay. The Marquis of Donegal is the commodore, and Sir R. G. Booth, Bart. the vice-commodore. I wonder they are not both members of the English Yacht Club; but probably a friendly rivalry may be the means of extending each, and thus produce a set of naval amateurs fit to cope with any in the world.

Captain Hall, in the last series of his *Fragments of Voyages and Travels*, has devoted several pages to the bad system which at present prevails in the naval service of paying the seamen from two to three years' pay at a time, when the ship in which they may have been serving is paid off; so that a man receiving wages for that length of time is, in many instances, liable to be plundered of money earned by years of hard toil and privation, in one night, by getting intoxicated, and when in that state becoming the prey of the hoard of vagabonds and prostitutes which generally assail him the moment he lands. I apprehend the Admiralty probably see the matter in the same light, for the posting-bill in this town, holding out inducements for men to enter on board his Majesty's ship *Excellent*, (the ship stationed in the harbour for gun-practice,) among other offers, contains that of being paid *monthly*. If this plan, which is adopted on board that ship and in the "ordinary," answers the purpose, why might it not be done in all ships stationary in harbour, and gradually throughout the service? There can be no more difficulty in selecting an officer on board a man-of-war to pay the crew their wages the 1st of each month, than there is in the army and marines on shore; and it cannot fail to render the seamen more satisfied with their condition, and, above all things, prevent them from being robbed. It is disgraceful to notice the scenes which occur in this port sometimes when a ship is paid off. Sentries placed in different parts of the ship, to prevent boats approaching to smuggle the sailors away from their cre-

ditors; instances of their dropping into boats, and the sentry throwing cold shot to stave and sink them; and if one thing more than another showed the prevalence of the system of defraud, advertisements are occasionally inserted in the local papers, from the bum-boat people, thanking the captain and officers for their exertions in getting their demands on the crew liquidated. Very many officers are of opinion that the plan of extortion, and attempt at mutual plunder and robbery, would be greatly reduced, if not effectually prevented, by the officers and seamen of the fleet being paid monthly; and it is only surprising that some of the leading and influential men do not represent the affair in Parliament—it would then be ascertained what the objections are. I apprehend there can be none, except in idea, the plan never having been tried. The Admiralty being disposed to afford every comfort to the crews of the ships, probably only require the matter to be brought forward in a tangible shape, and an Act of Parliament would be obtained for the crews of the British fleet to be paid wages monthly instead of at intervals of six months.

There is scarcely a week passes but one or other of the local papers of the town has "remarks," or a letter from some nautical grumbler, upon the never-ending topic "promotion." So much has been said on the subject, and all differing in opinion, that it is a very difficult matter to reason upon. The motive for alluding to the subject is to suggest two things, which, I imagine, would not fail to give general satisfaction, viz.:—That on the death of three flag-officers, one captain should be promoted to that rank, provided he was eligible, according to the regulations issued by his Majesty on the 7th July, 1827, when Lord High Admiral, and which have been inserted in the Navy List ever since. It would be one means of materially thinning the list of captains; for five or six might be removed to a *retired list*, before the one eligible was selected; and, there can be no doubt, this arrangement would be better felt in the navy than waiting five years for a flag promotion, as at present. The second plan recommended is,—that all promotions of commissioned officers in his Majesty's navy should be promulgated in the London Gazette, as is done in the army. Naval promotions below the rank of admiral are seldom heard of until Mr. Murray's List appears; and many officers serving abroad do not hear of their own or friends' advancement in the service until they get that quarterly miscellany; whereas, if they were gazetted, the London and country papers are sure to republish their names; and a man must be employed in a very unfrequented part of the globe indeed, if he does not meet with a newspaper oftener than a Murray's List.

His Majesty's ship *Thunder*, a vessel of six guns, appointed to survey certain parts of the West Indies, and placed under the command of Commander Richard Owen, arrived at Spithead on the 26th ult., sailed to Plymouth for her final orders, and will then proceed on her destination. Lieutenants Bird Allen and T. Smith (*d*) belong to her; they have been employed before in surveying. The *Thunder* is fitted in all respects for the undertaking; is furnished with chronometers and instruments of the best description for nautical surveying purposes; and the Admiralty have selected officers of science, who are inclined, as well from ability as from the nautical information to be derived in that service, to render their best assistance.

Her Royal Highness the Duchess of Kent, and her Royal Highness the Princess Victoria, arrived in this garrison on the 1st instant, on their way to Norris Castle in the Isle of Wight. As they had signified their intention of entering by the Lion Gate, the troops of the garrison lined the principal street leading to the dockyard. Lieut.-General Sir Colip Campbell, (the lieutenant-governor of the garrison,) the Port Admiral, and other naval and military officers, were in attendance to receive their Royal Highnesses and escort them to the dockyard; from whence, accompanied by their suite, they embarked and were conveyed across the water. As their sojourn will be for a month or two, the *Emerald* yacht has been ordered to be in attendance, and moorings laid down for her.

His Majesty's sloop *Rapid*, of 10⁷ guns, Capt. Swinborne, arrived on the 2d July from the Mediterranean, but had not anything novel to communicate. She left Malta on the 27th May, and Gibraltar on the 18th June. I will endeavour to get you some particulars of the volcanic eruption called Graham's Island, which is now a dangerous shoal, with only eight feet water on it, and communicate them in my next letter.

Five or six sloops of war, of 18 guns each, are ordered to be brought forward for commission. The *Rifleman*, *Wasp*, *Clio*, *Childers*, and *Sparrowhawk*, are from this place. I understand the Honourable Company's Bombay marine will be reduced entirely; and all the naval force in the East Indies placed under the naval Commander-in-chief. It is by far the most desirable arrangement, and will put an end to any jealousy that might occur from two naval powers ever coming in collision, both serving under the same flag, but with different powers of command.

P.

Devonport, July 20th.

MR. EDITOR,—At the close of my last communication, Major-General Sir James Cockburn, Bart. K.C.H. was here inspecting this division of Royal Marines; and after a minute examination of them, both in the field and on the barrack-parade, he was pleased to express his approbation of their steady conduct and very efficient state. Some of the officers of the corps afterwards had an interview with Sir James upon the hardships under which they labour with regard to their promotion: but so far from there being any prospect of its being accelerated, it would seem that the Inspector-General's remarks were rather intended to prepare the way for reduction of this gallant and most useful corps.

On the 2d of June the *Salamander* steamer arrived, and on the 24th the *Dee* came in likewise, both with the detachment of marines for Milford, and proceeded for that place on the latter day.

On the 25th the *Alban* steamer proceeded for Milford likewise. The *Pyramus* was commissioned on the 26th. On the 27th, the *Royal William*, 120 guns, arrived from Milford in care of the *Salamander* and *Dee* steamers, and *Pantaloon* tender; the *Royal William* was very appropriately placed alongside the *Royal Adelaide* in Hamoaze. The *African* steamer arrived the same day, and on the 28th she went into a dock from which the *Endymion* was temporarily removed. On the 29th the *Thunder*, surveying vessel, arrived from Portsmouth. On the 1st of July the artisans in the yard commenced the new system of working by the day. On the 2d H.M. schooner *Pike* arrived from Portugal. On the 3d, the *Salamander* steamer and *Camel* lighter sailed for Milford with men and stores, to bring round the *Rodney*, a new 90-gun ship on two decks. The *Thunder* sailed on the 4th for the West Indies. On the 5th the *African* came out of dock, and the *Endymion* went in again. About half-past two, on the morning of the 7th, a fire was discovered on board the *San Josef*, flag-ship in Hamoaze, which seems to have been occasioned by some carelessness on the part of the people who were employed in the lower storeroom in the fore cockpit, where paint-buckets, oil-jars, &c. are kept, since it was there the ignition commenced. The mate who had charge of the watch was the first to discover it, and he prudently ascertained its exact situation before any alarm was given. Much judgment and presence of mind were evinced by Capt. Falcon and his officers; and by the prompt and vigorous application of the new engine-pumps recently fitted by Mr. Hearn of Devonport, the flames were quenched by the time the boats with engines from the other ships in Hamoaze had got alongside. It since appears, that the fire had got complete hold of one of the beams, and had penetrated the scarfing, consuming a great part of it and the adjoining planks.

On the 8th, the *Pantaloon* arrived from Portsmouth with supernumeraries. The *African* steamer sailed for Falmouth on the 9th. Mr. Meek, the Comptroller-General of the victualling arrived here on the 10th, and inspected

the victualling department. On the 11th the Barracouta packet arrived from Falmouth to be repaired. The Romney troop-ship arrived from Bermuda on the 14th, and brought home 83 convicts from thence; the Romney came up Hamoaze to be refitted.

On the 17th the *Endymion* went out of dock, and the *Portland*, 52, was taken in to undergo the usual periodical inspection. The *Pyramus* went from Hamoaze to the Sound yesterday. The *Caledonia*, *Revenge*, and *Forte* are nearly ready to go out of harbour, but the destinations of the two former are not yet known; indeed, it is difficult to name any particular station whereon the services of such large ships are now really requisite. The Forester brigantine is now on the slip repairing the damage she sustained in running on shore at Scilly, and will be ready for commissioning in a fortnight. The *Flora*, of 46 guns, upon some of the new principles, will be laid down when the Forester is launched. The *Pique*, a similar ship to the *Flora*, is rapidly forming, her keel being laid, and many parts of the frame prepared. An alteration of the former practice of scarfing the different pieces of the keel is introduced in this ship, by cutting the scarfs horizontally or on the flat surface, instead of vertically or by the side, which has hitherto prevailed in the King's yards, though merchant builders have long used flat scarfs. It does not appear, however, that there are any important advantages in one method over the other. The *Rodney* arrived last evening from Milford and went up Hamoaze.

I remain yours very truly,

ALPHA.

Milford Haven.

On the 15th of June, the anniversary of Waterloo, the launch of the *Rodney*, of 92 guns on two decks, took place at Pembroke dock-yard. Early in the day steam-vessels arrived from Bristol and Swansea, with passengers collected by the way at Tenby and Milcombe. Numerous spectators also repaired to the spot from all parts of the Principality. Alas! alas!

"The dawn is overcast—the morning lowers,
And every weather-glass is down to showers."

Unfortunately, the weather proved altogether unfavourable—the rain falling incessantly,—whilst at Chatham, where a similar spectacle had attracted thousands from the metropolis, the atmosphere was entirely unclouded; and even on the north coast of Devonshire, within a few leagues of Pembroke, the sun shone forth in full brilliancy. Disregarding, however, damp shawls, crumpled bonnets, sopped coats, and besmirched drapery, a numerous party of our fair countrywomen assembled on board the *Royal Sovereign* yacht, to witness the launching of the very noblest two-decker that ever made her march o'er the mountain wave. The dock-yard likewise soon exhibited a sea of anxious faces: and the ceremony of baptism having been duly performed by Mrs. General Adams, at length a rattling twenty-four pounder from the battery announced that the enormous mass was about to move. All eyes became riveted to the stern, which was the only part not concealed by the lofty roof: a slight agitation succeeded—then a total silence and breathless expectation;—the dog-shore gave way—deafening huzzas followed; and, assuming her gliding course over the slippery ways, the magnificent *Rodney*, as if eager for the fight, sprung swiftly out into her arena upon the ocean—a perfect model of symmetry and strength! The moment her whole form became visible, and she swung round with her formidable broadside presented to the people, a feeling of unbounded admiration silenced the shouts and clamours of the multitude. Never before had eyes beheld such a stupendous specimen of naval architecture. *Palmam qui meruit ferat.* We pretend not to decide between the rival claims of a *Seppings* or a *Symonds*; but of this we are quite sure, that no vessel yet built, or which may hereafter be constructed by the present Surveyor of the Navy, can ever surpass the *Rodney* of his predecessor.

A laughable circumstance occurred at the moment of this launch taking place. A steam-vessel had anchored near the spot, having on board a number of passengers from various places in the Bristol Channel who came to witness the ceremony; but, as it proved rainy, they took refuge in the cabin, purposing to return to the deck as soon as the preparatory signal-gun should be fired. When the report was heard a general rush followed, each being anxious to get first upon deck; but such was the scrambling and squeezing that the passage and ladder became choked—the Rodney went off the stocks during the struggle, and scarcely a tenth of the whole party succeeded in obtaining a sight of that spectacle which they had travelled so many miles to behold.

Letters have been received at Milford from persons engaged in the African expedition for exploring and ascending the Niger. Mr. Harries, R.N. commanding the Quorra steamer, George Curling, second engineer, and one seaman, died of fever at the entrance of the Nun river. The most unhealthy part of the voyage would, of course, be the navigation among the swamps of the Delta. Laird, Lander, Lieut. Allen, R.N., and every individual belonging to the expedition, with the exception of those we have specified, continued to enjoy good health and unabated spirits. The trading speculation had proved very successful. The brig *Columbine* having been already laden with a valuable cargo of palm-oil, ivory, and gold dust, had been dispatched for England, and her arrival is daily expected. Lander had astonished the natives by his reappearance: and, owing to the punctuality and honour with which he had repaid the former kindness of King Boy, thorough confidence had been established, and the influence of a powerful chief upon the Niger effectually secured. No doubt seems to be entertained but that the Eboe country will yield a good pecuniary harvest to this spirited undertaking.

On the 24th of June, the *Salamander*, Admiralty steamer, Commander Austin, R.N., and on the 26th of June, the *Dee*, Admiralty steamer, Commander Oliver, R.N. arrived at Pembroke dock-yard, having on board Major Baillie, with other officers, and 200 royal marines, who are to be employed in future in guarding this arsenal. The detachment was immediately put on board the *Dragon* hulk, lying upon the mud adjoining the east wall of the dock-yard, which ship has been fitted up as a barrack for their reception.

On the 26th of June sailed H.M. ship *Royal William*, of 120 guns, for Plymouth, attended by H.M. steamers *Salamander* and *Dee*, and also by H.M. brig *Pantaloon*. The departure of these vessels from Milford Haven presented a most novel and interesting spectacle. The wind being at N.W., which is rather scant for sailing down the harbour, the *Salamander* and *Dee* were lashed one on each side of the lofty *Royal William*; then plying their engines, and enveloped in smoke, the three ships proceeded seaward, clinging together like combatants engaged in a furious battle. Now and then, when the clouds of vapour ceased for a time to cover this curious group, its appearance was exceedingly amusing—the long, low steamers seeming to bear away their burthen like a pair of ants running away with a huge beetle. At length, however, as they reached the harbour's mouth, the wind becoming more favourable, sails were loosed, the tow relinquished, and the three-decker, impelled by a freshening breeze, sprang a-head of her smoky companions, as if eager to assert the supremacy of canvass over steam; nor did the latter recover the lead during the whole voyage, as in twenty-four hours the *Royal William* accomplished the passage from Milford to Devonport, arriving in Hamoaze three hours before any other vessel of the attendant squadron.

H.M. steamer *Alban*, commanded by Lieutenant Kennedy, R.N., arrived at Pembroke Yard on the 27th of June, and sailed from thence on the 14th of July, bound for Demerara, where she will be stationed in future, to convey troops, if required, to the different parts of British Guiana, or between our various colonies in the West Indies. The *Ludlow*, a large merchant-ship,

chartered by the Admiralty, and having on board 400 tons of coal, accompanies the Alban upon her voyage, to keep up the necessary supply of fuel.

H. M. steamers Salamander and Dee have returned to Milford Haven to assist in masting, jury-rigging, and conveying to Devonport H.M. ship Rodney, of 92 guns. These steam-ships are very long, and were it not for the unsightly paddle-boxes, they would also be extremely handsome vessels. They are furnished with a huge piece of ordnance, mounted upon a traversing carriage abaft the mizen-mast, the calibre of which is sufficiently large to allow of a man putting his head into its mouth. It carries a ten-inch hollow shot or shell to a distance of 3700 yards. When fired *en ricochet*, the ball does not rebound from the surface of the water in a series of parabolic curves, but runs drilling along like a cricket-ball bowled closely upon the grass; and in this manner is impelled upwards of 1000 yards. Its action, therefore, against a flotilla of boats would be most destructive, cutting a lane through them with unerring force; yet it is so easily worked, that four men may turn it in any direction.

Chatham, June 28th.

DEAR EDITOR,—Tuesday, the 18th inst. or, as we should rather call it, the glorious anniversary of the triumph of British arms, was a day of peculiar attractions here, from its having been understood that, in addition to the intended launch of the Waterloo, some military operations of attack and defence would be performed by the troops of the garrison. A very large concourse of visitors therefore crowded into the town, while the river was studded with steamers and yachts. At one o'clock the arrangements for the launch being completed, the ceremony of christening having been performed with the usual formalities, and the stocks removed, the Waterloo glided majestically into her proper element, amid the deafening cheers of the admiring multitude. She is considered a perfect specimen of the round-stern build. Her burthen is 2693 tons; but from her ample room for stowage, it is expected she will carry some hundred tons more than her register. She is pierced for 120 guns, and her dimensions are as follow:—

	Feet	Inch.
Length on the gun-deck	205	5½
Length of keel for tonnage	170	6
Extreme breadth	54	6
Depth of hold	23	2
Height of figure	56	6
Height in midships	50	6
Height of taffail	64	2

At the conclusion of the launch the military operations commenced; but as you will doubtless be furnished with these from a more competent source, I shall merely state, that they evidently afforded very great gratification to an immense concourse of spectators, among whom were several officers of high rank, exclusive of those of the garrison.

Falmouth, June 15th, 1833.

MR. EDITOR,—I beg leave to congratulate the friends of humanity on the prospect of success of a new set of packets, to be built on a superior plan. I sincerely hope that they may wear well, and be so constructed that when over-pressed in hard squalls or increasing gales of wind, they may carry away their masts rather than be overset. The experiment would be worth trying, were it only to prove the fact, notwithstanding the heavy expense. It would, I am convinced, lead to a more extensive inquiry than is at present, by some, considered necessary, unless new ships should produce a new system.

The loss of his Majesty's packet Calypso is very fairly accounted for; the Emulous sailed with her from Halifax, bound to Bermuda: the Calypso under full sail with a fair wind, the Emulous under low sail and made snug aloft, the wind blowing fresh and gradually increasing to a hard gale;

the early part of the night they found it necessary to reef the foresail, which required all hands a very considerable time to perform. What must have been the condition of the *Calypso* under such a crowd of canvass? None but such as have been on the coast of North America, in the winter, can possibly conceive their then awful situation. I have frequently been obliged to have the whole of the crew with heavers to beat the ropes and sails, in order to free them from the ice before any use could be made of them. The last time I visited Halifax in the *Rinaldo*, the carpenter's mate lost his toes, being frost-bitten. So intense is the cold on that coast, that the quantity of clothes necessary to guard life must of course render the crew still more inactive: under such circumstances it most assuredly requires an experienced commander, or sufficiently qualified master, to inform, and, if necessary, to remonstrate in a becoming and respectful manner, and spirit enough, on the first appearance of danger, to give up his authority with officer-like submission, if the safety of the ship be not fully attended to: at the same time using his utmost exertions under the orders he may receive for her preservation: his instructions will bear him out; and should he feel the consequence of resentment hereafter, his duty and personal safety are no small considerations.

Few, if any, commanders are satisfied with the whole responsibility, although pleased with the whole command. The Trinity House qualification for a master in the navy must appear, to every considerate mind, insufficient for a master in the packet service: allowing him to be equal to all the questions put to him, amounts to little more than a pilot for the Channel and the ports therein, whereas the packets are stationed no higher in Channel than Falmouth. His knowledge of the different harbours, coasts, and currents abroad, which packets frequent, may be very limited, and which is the most essential part of his duty:—for instance, the Windward passage of Jamaica, where so much treasure has been lost, with many other parts well known to the Admiralty since the packets' transfer: and why the commanders should be exempt from this general knowledge, is a problem to be solved by their Lordships. An experienced officer would execute the duty of the ship in an easy, though regular, safe, and cheerful manner, reserving the strength of the men for more important occasions. A maritime life, whether in or out of the navy, varies from any other. It is impossible for people unacquainted with the sea service to form any adequate idea of the necessary qualifications in an officer to perform his duty, and, at the same time, to be generally esteemed: the very character and disposition they would judge most competent would prove the most deficient, and would fail in the one or the other, or both. Notwithstanding, for the honour of the navy and the benefit of commercial interest, I would most humbly recommend, and I believe that every officer who values his rank in his Majesty's service more than private emoluments, will acquiesce in the disunion of the duties of the officer from the servile occupation of a tavern-keeper; the inconsistency of its union must evidently appear to every unprejudiced mind. If seamen are employed indiscriminately on various duties, from which they know themselves to be exempt by the articles of war, and subject to punishment for neglecting that which does not constitute the necessary duty of the ship, what can reasonably be expected when opportunity presents itself? If we consult our own feelings, we may come to a pretty tolerable conjecture.

I am, Sir, your humble servant,

JOHN EASTMAN.

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

The "last words" of W. N. to Alfred.

MR. EDITOR,—In my last letter I said that I would not continue the controversy with Alfred; but some part of his reply obliges me to break that resolution. However, nothing shall hereafter tempt me to trouble you with more "last words." Alfred has shown neither temper, nor logic, nor correctness. He has not overturned a single fact, nor answered a single argument of mine, but has gone on shifting and winding until he scarcely knows himself what it is he first undertook to defend. His ratiocination amounts to no more than this: "I am Sir Oracle, and when I speak, let no dog bark!"

But, Sir, impudent dogs will bark; and I, being one of them, will both bark at, and worry Alfred's quotations and facts. And first, as to his quotations, he says, in scorn, I have adduced the authority of "an officer who was not engaged in the operations;" but the little addition, that he was "an officer who, besides being a *man of ability and experience*, was, from his intimacy with Lord Cornwallis, able to obtain *authentic information* to form a good judgment," is left out. Alfred, who, from his writings, is apparently not a *man of ability*,—Alfred, who has evidently not obtained any *authentic information*, and who was certainly *not engaged in the operations*, or he would have told us so, wants the world to take *his authority* upon the subject. What answer does such inconsistency deserve?—Bow, wow, wow!

Secondly, Alfred assumes that my other authority must be one of the three generals who were at Castlebar, as if the troops defeated there were the whole army employed against Humbert. Bow, wow, wow! Not one of those generals was my authority, and Alfred may abuse them until he is fired, without advancing a step in his argument: but he should discover a little more knowledge than to say that there was little to be done when General Huteson succeeded to the command in Egypt. The British had then lost their general and above three thousand men: the French had not lost near so many men, and Alexandria and Cairo were still to be taken; that is to say, the main object of the campaign was unattained, and every body knows that if a good general had been at the head of the French, the expedition would have failed altogether; wherefore I am obliged again to—bow, wow, wow!

Thirdly, I did not say "that if my statements were in accord with the apologetic pamphlet, *it was clear that Alfred was in the wrong*," but that it was clear the pamphlet was good evidence, and an *additonal proof* that Alfred was wrong; and if I had said as Alfred quotes, his abuse of the said pamphlet would by no means prove it to be bad, neither would it at all affect my logic; wherefore, for this false quotation also,—bow, wow, wow!

Fourthly, he says, I have advanced *no reasons* for my belief that the French were 1800 strong, and that having quoted Jomini's authority in support of his statement, I "*do not know on which side I am writing*." Now, I have advanced two reasons for my belief, namely, that I had good authority for knowing that the government believed them to be 1800, but called them 1200 to damp the hopes of the disaffected; and again, that Jomini called them 1100 *troupes de débarquement*, which did not include the whole. Moreover, as Alfred called them 800, and Jomini calls them 1100, his authority was not quoted "in support of Alfred's statement," but to ascertain the real fact, for which Alfred seems to have little liking;—wherefore, for this false quotation, and for the little drop of sarcasm hanging to its nose—bow, wow, wow! wow!

Silence, Pompey, silence! down, Sir! Listen to Sir Oracle.

He says, Humbert was no general, because he defeated three times his own numbers at Castlebar, instead of running away a hundred miles to shut himself up in Derry; where, however, he would certainly have been prevented from entering, were it only by the great bar of wood put upon a pivot by Alfred himself during Hoche's time, and perhaps the great Alfred himself there to padlock it.—Bow, wow, wow!

Be quiet, Pompey, Sir Oracle speaks again.

Lord Cornwallis, it seems, was no general, because he consumed four days in marching from Dublin to Athlone; but Athlone is eighty English miles from Dublin, and except some English militia, the troops did not march from Dublin, but from different parts of Ireland; some from Wicklow for example, others from the north of Dublin, who were first ordered to assemble at Longford, and afterwards marched to Athlone.—So at him again, Pompey, good dog! Bow, wow, wow!

The French, by Alfred's account, lost very few men at Castlebar, &c., and surrendered 844 officers and soldiers. This alone would exceed his 800 for the whole; but really, Mr. Editor, though he be an oracle, as Alfred is unable to make correct quotations from a book before his eyes, we cannot take his simple assertion for historical proof. I find it stated in the general officer's journal which I followed, that Humbert lost above 100 men at Castlebar, some at Coloony, some by his long marches, and some by Craufurd's dragoons, some at Ballinamuck, and some also were left behind at Killala. Again, Alfred says, that only 185 rebel prisoners were tried by courts martial, after Ballinamuck, for which he quotes Miller's continuation of the History of Great Britain. I know not what authority Miller may be, nor do I care, as it has nothing to do with the question, which was, whether the fact that a great many rebels had been killed at Ballinamuck, was not one good proof that a partial insurrection had taken place; and therefore it was with reason Lord Cornwallis took measures to guard against a general insurrection. Alfred evades this altogether; he is unable to meet the argument; and trenching upon my right of dogship, walks round and round the stubborn fact, snarling at it like an angry wire-haired lurcher without a tail.

Now, Sir, I say, that a letter from Sir John Cradock, written at the time, described the slaughter as very great, even to thousands; and the following extract from the journal of the general officer, upon which I have chiefly relied, confirms Cradock's account: "Next morning early I rode through General Lake's camp, over the ground where the action had passed; *it was covered with dead rebels.*"—Bow, wow, wow!

Alfred's gratuitous assertion, that I have "advanced the distinction between Lord Cornwallis's military and political reputation, merely because I am unable to produce a single instance of his able dispositions or judicious enterprise," is flatly contradicted by the facts, because I have adduced the actions of Camden and Guilford, the attempt to carry off his army by the Gloucester side from York town, his general success in India, and lastly, this very campaign in Ireland.

And now, Sir, as to Alfred's new digression from the original subject of controversy—

First, in Egypt the British army did not encamp in lines, but in columns and lines, with picquets and videttes.

Secondly, the British army did not march, on the 13th, in lines, but in three columns, with an advanced guard, which last being attacked, the heads of the columns deployed to support it; and this was quite right, because the enemy's superior fire of well-mounted artillery would otherwise have smashed the columns to pieces. Never was there a better or more skilful or soldier-like advance than that of the army on the 13th of March.

Thirdly, The French did not approach the British army in Egypt on the 21st without being observed; that army was not surprised, nor was its right

flank turned by the enemy ; and there was no want of military skill in the commanders.

The army was partly encamped in lines, partly in masses, and had intrenchments in front, and on the left flank ; and the right flank was formed by the reserve, part of which occupied a redoubt and an old ruin called Cæsar's camp. The general officer there was Sir John Moore ; he remained with his out-piquets until four o'clock in the morning ; the troops were all under arms before day-break ; the enemy approached in the dark, but were discovered ; the piquets fired upon them and were driven in ; the darkness increased by the smoke then enabled one French regiment to penetrate, not by the right, but by *the left of the reserve*, turning the redoubt and the old ruins, which were thus attacked in front and rear. The French were beaten on both sides, and there was also a second line of British in reserve : the activity, vigilance, skill and valour of Moore, Paget, and Oakes were conspicuous on that occasion ; and the whole of Alfred's assertions are utterly unfounded either in fact or reason ; so at him again, good Pompey ! — Bow, wow, wow !

In the Peninsula Lord Wellington did not copy the military arrangements of the French, neither did he introduce their tactics, but pursued a line in both exactly the reverse. The French lived by contributions, the English by purchase ; the French troops plundered by rule, the English plundered against rule ; the French always attacked in columns, the English always in lines ; the French besieged towns in regular form, the English contrary to all forms ; the French generally assailed positions ; the English generally defended positions ; the French employed their artillery in large masses, the English in small masses ; finally, the French were beaten, and the English were successful. — Bow, wow, wow, wow, wow !

Alfred has burned his fingers as well as the cake ; but I must acknowledge that in one point he is quite right ? I am not a military man, I am of the same sex as himself — I am the *old woman* of Athelney !

W. N.

Colonel Mac Kinnon's History of the Coldstream Guards.

MR. EDITOR,—I perceive that, in my reply to Espeja, I committed the mistake of referring the completion of the lines of Torres Vedras to the year 1809, and I hasten to correct it. If, instead of imprudently taking it for granted that Espeja's reference to Lord Wellington's letter to Lord Liverpool in November, 1809, really had some relation to the point at issue, I had looked at the work of Colonel Jones, R.E., that writer would have reminded me that the lines of Torres Vedras were thrown up to cover Lisbon, in 1810. Colonel Jones says, "The determination to commence these works may be dated from the battle of Talavera ;" and, "whilst the army was cantoned on the Guadiana, Lord Wellington, in the month of October, 1809, attended by his Quartermaster General, Colonel Murray, and his chief engineer, Lieutenant-Colonel Fletcher, made a personal reconnoissance of the country in front of Lisbon." He adds, that "on the 7th of October every preparation for defence was completed." The battle of Talavera was fought on the 27th and 28th of July, 1809, and the failure of the Spaniards on that occasion probably determined Lord Wellington to commence, with as little delay as possible, the works of Torres Vedras ; for Colonel Jones rightly remarks, that then "it became apparent to the Duke of Wellington that the contest would, in the next campaign, devolve on the small body of veteran British and newly-raised Portuguese troops under his command, and a defensive system of warfare must ensue." So much for the exact period of their commencement ; but I was subsequently on the staff of that army, and know that the Duke of Wellington conceived the idea of so defending Lisbon immediately after the battle of Vimiera, in August, 1808, although the works were not ordered to be constructed till they were wanted. Espeja

had flattered himself that he proved *something*, by stating that General Moore's letter to Lord Castlereagh "is 25th November, 1808; and the date of Lord Wellington's answer to Lord Liverpool, on the defence of Portugal, is 14th November, 1809;" on which he triumphantly exclaims—"Twelve months!—rather a considerable period in military operations." Such is his logic, and I am afraid I must despair of making Espeja comprehend that although Sir John Moore's letter in November, 1808, is good evidence that, at the time it was written, he thought the defence of Lisbon impracticable, Lord Wellington's letter of November, 1809, does not go one step towards proving that his Lordship had not conceived the plan of his immortal defence of the Portuguese capital, long before he said a word to Lord Liverpool on the subject.

But in your last number a new champion comes forward to applaud and support Espeja, under the signature of Gallegos, and as a logician he evidently belongs to the same school. Espeja had said, that the discovery of the practicability of defending Lisbon was due to Dumouriez, and that the French generals could not have been ignorant of the contents of Dumouriez's work." Gallegos supports this assumption of Espeja, by quoting Pelet's journal,—to prove what?—why, that "the French generals knew nothing at all of the ground." Having in this ingenious manner supported Espeja, he then proceeds with the same happy *naïveté* to support *himself*, by informing us that "Colonel Vincent, of the French engineers, did, in 1808, give Junot a memoir upon the fortifying and defending of those very positions of Torres Vedras, Montachique, Mafra, &c., which Lord Wellington afterwards fortified for his troops." I shall leave the two writers to settle their differences between themselves, as they are evidently formed to appreciate each other, and content myself with adverting to the well-authenticated fact, that when Massena arrived before the lines of Torres Vedras, he was struck with astonishment, and anxiously inquired of the Marquis da Lorna (a Portuguese traitor, who, having joined the French, had accompanied him on his march through Portugal) what all those lines were? To which Da Lorna replied, "I was not aware of their existence." Notwithstanding the bold contradiction which Gallegos gives to Colonel Mac Kinnon's assumption, "that the French knew every inch of the ground," there is some probability that the Colonel is correct, considering how long they had been in the recent possession of Lisbon, and of "every inch of the ground."

Z.

The Peninsular War—Colonel Napier to Sir Julius Hartmann.

MR. EDITOR,—In Sir Julius Hartmann's contribution to the History of the Peninsular War, published in a Hanoverian periodical military work, and which has only lately come under my notice, I perceive that the General complains, and with justice, of an error in my third volume, by which he is deprived of his fair share of honour. At the same time, he claims greater authority for his statements upon certain other points, wherein his account is at variance with mine. Not having any means of direct communication with Sir Julius, I take this mode of conveying to him, through your widely-extended Journal, my acquiescence in his remarks. I am satisfied he is right, and I have, in consequence, altered those points in the second edition.

W. NAPIER, Col.

Sir Thomas Reynell on the Movement of the 71st during the "Crisis" at Waterloo.

MR. EDITOR,—I am induced to address you in consequence of some observations of Sir Hussey Vivian's Reply to the "Crisis of Waterloo," that appeared in your last Journal, which leave in doubt whether the 71st regiment was not that "regiment in red" represented to have halted and

opened a fire more destructive to their friends than foes, instead of charging at a very critical moment, and thus "contributing to prevent the complete success of the attack."

Although Sir Hussey adds that the officer whom he sent to stop the fire of this battalion reported it to be a regiment of the Hanoverian Legion, and asserts in another part of his reply, that the impression on his mind has always been that they were so, and not the 71st regiment, still something less questionable seems indispensable for the honour and character of the latter distinguished corps; and I trust that I shall be able, in a few words, to supply that something.

From having commanded the 71st regiment from the commencement to the close of the eventful day of Waterloo, and not having for a moment quitted its ranks, it may be presumed that no other person can speak with so much correctness as I can as to the part it performed during the battle.

After the deployment from square, the 71st regiment moved in line, the right wing to the front, the left wing to the rear, forming a third and fourth rank. We passed Hougoumont obliquely, throwing the right shoulders a little forward, as stated by the author of the "Crisis," and experienced some loss in the companies nearest to the orchard hedge from the fire of the trailloufs posted there. We had in view, at the bottom of the declivity, two columns of the enemy's infantry; and my object, and I believe the object of every officer and soldier in the corps, was to come in contact with those columns, but they did not wait our approach, or afford us an opportunity of attacking them.

I can positively assert that from the time the 71st regiment commenced this forward movement it never halted, but maintained a steady advance upon the only enemy in front, until it reached the village of Caillon, against the walls of which were deposited a considerable quantity of arms, as if abandoned by the soldiers composing the enemy's two columns. It was becoming dark at this period, and after scouring the village of Caillon, we retired to a field to the right of it, where we bivouacked for the night, near to our friends the 52d.

I do not recollect to have seen in our advance any body of men, cavalry or infantry, to our front, but the two columns of the enemy; nor do I know that there was any on our right flank so much advanced as we were. I can well imagine that the movement of the 71st, conducted, as I trust it was, in a steady and soldierlike manner, must have afforded a very decided and important support to the troops acting to our left, who approximated closer to the point of the enemy's final attack.

I have no desire whatever to attract notice to the services of the 71st regiment in the battle of Waterloo, firmly believing that every battalion and corps of the British army engaged did the duty assigned to it fully as well; but I confess that I have every wish to remove the possibility of its being supposed that at any moment the regiment could have hesitated to attack an enemy opposed to it; and I only hope that this plain statement of facts will convince the readers of your valuable Journal that the "regiment in red," alluded to in Sir Hussey Vivian's Reply, was not the 71st Light Infantry.

I remain, Sir, your most obedient humble Servant,

THOS. KEYNELL, Major-General.

Devonshire Place, 18th July, 1833.

Colonel Murray respecting the 18th Hussars at Waterloo.

MR. EDITOR,—As one of the officers to whom reference is made by Lieut.-General Sir Hussey Vivian, in his letter relating to the 6th brigade of cavalry at Waterloo, I beg to state that it appears to me a very correct statement of facts, adding to the many existing motives of regard in that brigade to their former commander, which, though perhaps in a soldier's language it seems unlike it, may truly be called devotion.

The sense entertained by us all of the British infantry removes, it is to be hoped, even the suspicion of a wish to detract from the 52d,—so eminent amongst the admirable.

A circumstance that casually occurs to me, and which I hope I may be forgiven mentioning, though personal to myself, bears upon the point adverted to by the General relative to guns taken. In leading the charge of the 18th, my horse crossed the traces between the leaders and wheelers of some French artillery, which were 'moving from our left' towards our right when we came on them.

I am, Sir, your obedient humble Servant,

HENRY MURRAY, Colonel 18th Hussars.

Wimbledon, 18th July, 1833.

Sir Thomas Picton.

"But in justice to the LIVING as well as the *dead*."

"Neither at Rodrigo nor Badajoz did General Picton head his division."

"Badajoz, one of the most astonishing exploits mentioned in history."

"The brave Lieut. Mackie, 88th regt., who at Rodrigo so gallantly volunteered and bravely led the forlorn hope of the 3d division, notwithstanding the promises of General Mackinnon, which ought to have been held sacred, was altogether passed over by General Picton."

"No officer of the 88th regt. was ever promoted through the recommendation of General Picton."

Extracts from the United Service Journal for Dec. 1832 (p. 335.)

MR. EDITOR,—The above extracts, and the sentiments therein contained, being continued to the present time, call forth "justice to the dead as well as the living," and therefore I beg leave to express my reliance on General Picton's honor, and that he actually did earnestly recommend to the Commander of the Forces every officer of the 3d division who merited it; and if they were not in consequence promoted or otherwise rewarded, *that should be ascribed to the cause of the total disregard and wholly unanswered repeated recommendations of General Picton* in favour of his own aide-de-camp, though most justly due to the General as well as the sufferer, a fine young man, who was so dreadfully wounded as, not to be again fit for service. He lives; which proves an inattention to the claims of General Picton, for himself, his personal staff, and his division, (so proverbially brave,) as living individuals of the division can attest.

General Picton DID bravely head his division; and at Badajoz, and far in the fire, fell wounded in the foot, on the left side of General Kempt, in the approach to the mill-dam, on the memorable 6th of April, 1812, when—be it proclaimed!—Badajoz was taken by the 3d division having escalated and established itself in the castle previously, according to General Picton's own proposition: and "which was one of the most astonishing exploits mentioned in history."

It will be recollected that General Mackinnon was blown up by the mine at Rodrigo; he could not, therefore, subsequently communicate to General Picton the promise he is said to have made to Lieut. Mackie.

Again (U. S. Journ. May, 1833, p. 53)—

"The brave Capt. Oates, so far from being recommended, was not even noticed by General Picton for his gallant conduct at Fort Picurina."

Fort Picurina was undoubtedly the key of Badajoz, which was the door opened by the escalade of General Picton's division for Lord Wellington's subsequent success!!

A SOLDIER of the 3d Division.

14th June, 1833.

Escalade of the Castle of Badajoz.

MR. EDITOR,—In the United Service Journal for last month, which I had an opportunity of seeing yesterday, there is an account of the siege and capture of Badajoz, in which it is stated that Lieut. Bowles, 83d regiment, was the officer who seconded the gallant Ridge in mounting the ladders raised by the grenadiers of the 5th regiment.

I think it fair to the very lively and interesting writer of the Reminiscences of a Subaltern to set him right on this point, and to state that I am the officer who was called on by Lieut.-Colonel Ridge to lead the grenadiers of the 5th, which call was repeated more than once, and in a tone of voice so loud, that even in the midst of the surrounding noise every one near the spot must have heard him; and here it is necessary to explain why the order was not instantly complied with. The reason was, when Lieutenant-Colonel Ridge called to me I was exerting all my strength in assisting to raise the ladder which was placed about ten or twelve yards to the right of the one at which were Colonel Campbell, commanding the brigade, and Lieutenant-Colonel Ridge. On my being first called to, I immediately attempted to ascend the ladder, but desisted at the urgent request of an officer of engineers (whose name I do not recollect), "to have the ladder placed more perpendicular, for the purpose of strengthening it, and of reaching the top of the wall." This caused a momentary delay, in consequence of which the Lieut.-Colonel again called out, "*Cunch, won't you lead the 5th regiment?*"—I then immediately ascended the ladder, which was placed against a high, towering part of the wall, and succeeded in gaining the ramparts, where I was soon joined by Lieut.-Colonel Ridge and the men who followed up the ladders. I accompanied Lieut.-Colonel Ridge during his subsequent operations in the castle, and was close to him when he fell; after which I led on the men until the castle was finally taken.

I take this opportunity of remarking the frequent mention of an attempt having been made to retake the castle. I am certain no attempt was made after the enemy were driven out of it; but they made a very determined stand on the open ground near to the castle-gate, at which place the lamented Ridge was killed.

On the enemy retiring from the castle, they shut the gates; the inner one was not fastened, and easily opened; but the outer gate was fastened, the small wicket of which was left open. On attempting to pass that, the enemy fired a volley, which was returned by our men, and in consequence a fire was kept up on both sides through the small wicket. In the mean time the officers and men of all the regiments in the division arrived, when the men were ordered to retire within the inner gate, and the whole division was formed in column of companies, by Colonel Campbell, where we remained until daylight, and then let loose into the town.

The early insertion of this letter will greatly oblige yours, most faithfully,

THOMAS CANCH, Capt. 5th Regt.

Toomevara, near Nenagh, 20th June, 1833.

Invalided Naval Officers and Seamen.

MR. EDITOR,—It has long been to me a subject of regret that the situation and circumstances under which naval officers, seamen, and marines, invalided or otherwise, being obliged to take passage on service on board transports, are placed, in relation to quarters, and accommodation, &c. &c.; and I did hope some abler pen than mine would have brought it to the notice of your excellent Journal. That a soldier (of whatever rank he may be) when embarked on service should have every accommodation and comfort possible to be obtained, is but just, and only becoming the dignity of our Government. But I fear the arrangements of the present Admiralty, in this respect, are calculated to complete what was only a partial evil under the

old Navy Board, by fitting troop-ships and transports exclusively for the conveyance of troops; on board which, it would appear, it is almost impossible for a naval officer or seaman, however ill he may be, or however desirable his removal may be for the service, until at least it is ascertained that it will not interfere with the accommodation of the soldiers or officers to be embarked, as if the sick or invalids of one service was a subject of greater consideration than the other. Certainly, on this point, the regulation of the army infinitely surpasses ours of the navy; as whenever an invalid soldier embarks there is an officer to take charge of him, and to direct and provide for his wants. In the navy it is otherwise; and an invalid seaman is obliged to shift for himself, and embarks almost without a protector, or a god-father.

An officer in the army, of whatever rank he may be, embarking in charge of invalids (unless there are his seniors actually embarked on duty), has the first choice of quarters, in virtue of his being the commanding officer of the detachment, and which places him identically in direct communication with the agent, which enables him to attend to the comforts and interests of his men. I will adduce a few instances in illustration of these defects, which have fallen under my own personal observation.

A number of naval invalids embarked on a long voyage, among whom was a midshipman, (connected with a noble family,) but he had no rank in the service, and consequently was not, in the opinion of the army officers embarked, entitled to a place at the cabin table, although perfectly ready and willing to contribute his portion of the cash, and who even suggested the idea of his messing with their quarter-master serjeant, with whom he did rank, but at the instigation of the agent, (an interference I am sorry to say not very common,) and the firmness of the young gentleman himself, an accommodation agreeable to all parties was made, and the voyage ended amicably.

A small detachment of invalid soldiers and united service men embarked in a transport for England, on board which was a greater number of naval invalids, among whom was a lieutenant, surgeon, several midshipmen, and also a number of convicts. The troops were embarked in charge of a serjeant, and the naval invalids also in medical charge only of the surgeon. Every body shook down into their places; but the day before sailing a military officer, who, from his rank as Major, I presume, would not have been sent in such charge had it not perfectly suited his wishes, or if it had not been at his own desire, arrives, takes charge of the military invalids, assumes the commandant, turns the sick doctor, who was more dead than alive, out of his cabin, obliging him to double up with the sick lieutenant, and pops himself into the agent's mess. After being at sea a short time, this commandant presumes his men to be much incommoded and crowded; the remedy applied by him and the agent is to remove the invalid seamen into the prison with the convicts, against which the naval medical officer has no appeal, being only a civilian.

I could mention many other instances perhaps more extreme than these; and I do hope, for the benefit of the service, to hear of it being altered. The old Navy Board (of blessed memory!) in many instances cautioned their agents "to avoid coming in collision with the military when embarked, as any representation against them would operate to their prejudice." And it is a well-known fact that the late Duke of York, who was the soldier's friend, did more than the Navy Board towards conciliating parties so embarked, as exemplified in his code of regulations applying to military persons so situated.

I am, Mr. Editor, your humble servant,

June 1st, 1833.

AN OLD A. T.

Midshipmen.

MR. EDITOR,—In consequence of the number of midshipmen turned out of their ships to make room for the followers of admirals and captains, the injustice of such proceedings, though customary in the navy, has excited

me to send you a narrative concerning myself and several others, which I trust you will insert in your Journal of the next month:—"We had been cruising in H. M.'s ship B——, upwards of three weeks off the westernmost point of Europe, in hopes that the quarrel of the brothers would speedily be terminated, when the packet arrived with the news that the *Dee* steamer, with Vice-Admiral Sir P. M. and followers on board, was on her passage here. Next morning the *Dee* hove in sight off Cape Roke, and in another hour the broad red flag was streaming at the fore. We were anticipating the pleasure of seeing our friends in the Mediterranean, for we were nearly all old cruisers there, when down came a message to the clerk to make out the discharge of four unfortunate midshipmen—your humble servant one of them. We were to exchange with the admiral's followers, into the *Donny* (a noted ship—so we heard from them at least): thus were we kicked out at an hour's notice, from a very comfortable ship, into (as we heard) a hell afloat;—I will say nothing of the inconvenience of shifting (perforce) into different ships, and the comparatively immense expense attending it; for no person, unless he has been a victim to this flagrant injustice, can form any conception of the—almost miseries—which such are liable to: but we are lucky, when I think of some. An instance occurred, not long ago, of all the midshipmen but two or three being turned out to make room for Sir G. C.'s friends: they were sent on shore, and many, perhaps, without a chance of getting another ship for the next twelve months. Old officers, reflect.—Suppose you had gone to the expense of—we'll say 100*l.* for your son's outfit, and through your interest got him appointed to a fine sea-going ship;—two months afterwards, another captain is appointed to her, and brings his friends; then of necessity; some one, or perhaps half a dozen, must quit—your son among that number. By the time you get him another ship all his uniform clothes are too small; then all you have to do is to ease your pocket of a few pounds to find more; and then you may be served the trick a second time—a very pleasant thing indeed for half-pay lieutenants, who, perhaps, have only that pittance to support themselves and families.

Admirals, captains, and commanders, whenever you are appointed to take the command, think on what I have said. But if you would remedy this defect in "Britain's right arm," walk up to the Admiralty, request to see the first lord, and explain to him what I have related; then, I have no doubt, he will immediately issue an order to rescind this unjust privilege.

I am, Sir, your humble servant,

An illused Mid.

Remarks on the Comparative Pay in India and England.

MR. EDITOR,—Having perused an article in your valuable Journal of last month, respecting the "Comparative Pay and Allowances in India and England," much as I concur with the author on the partiality displayed in favour of the Company's Officers in the distribution of all staff and lucrative appointments, to the exclusion of those in his Majesty's service, yet I cannot help differing with him as far as regards the actual rate of pay received equally by both services; and on the principle of giving the "devil his due," I beg to state, in defence of John Company, whose "salt," I have eaten as a Sub. for the last six or seven years, the allowances in India (after the first outfit) will, with prudence, enable even a Subaltern to live like a gentleman, which, in England, he would find it no easy matter to effect on his pay alone.

To corroborate this statement, I beg to subjoin a copy of my monthly abstract, from the Regimental Paymaster, together with my usual monthly expenditure as a Lieutenant, at a full batta station in the Madras Presidency:—

	R.	A.	P.
By King's Pay for February	58	0	0
Company's Allowances for January	136	0	0
Field Batta for ditto	62	0	0

Rupees 256 0 0

Expenses:—

	R.	A.	P.
House Rent and Servants	50	0	0
2 Horses, with two Horse-keepers, and 2 Grass-cutters	40	0	0
Mess and Wine bill, (on an average)	120	0	0

Rupees 210 0 0

Leaving a balance of 46 rupees per mensem, for personal expenses.

In the paper above alluded to, I think the author overrates the expenses incurred on a march, at least if I may judge from the experience I have had in the Deccan, in which part of the country the price of coolies, &c., is much higher than in the Company's territories. The following tables, *A*, *A* are the expenses at which he estimates a march of 90 days, contrasted with the rate at which I have often performed equally long ones:—

A—showing the expense of carrying baggage for a march of 90 days—

2 Coolies, with Bed-cot, at 16 rupees, 8 annas, each	33	0	0
1 Ditto, with Table	16	0	0
1 Ditto, with Chair	16	0	0
2 Cowrie Coolies, with Crockery	34	0	0
3 Coolies, with Banety (Gig)	49	0	0
2 Bullocks, with Liquor	50	0	0
2 Bullock Bandies	148	0	0

Rupees 348 0 0

I think the following reductions might easily be made in the above table: in the first place, 7 coolies might be struck off the list, as a bullock trunk cot is a capital substitute for a couch, one bullock carrying it and the bedding, whilst one cooley is more than sufficient to carry a camp-table and chair, the latter of which generally falls to the lot of the maty or under-servant; one cowrie cooley I always found equal to carry a Sub's crockery, who can likewise dispense with the three for the gig, as, if he possess such an article, I would strongly recommend him to leave it behind, on starting for a three months' trip. Two bullocks are probably requisite for liquor, as a man is apt to be thirsty after a long day's march; but I am quite at a loss to conceive what an unfortunate Sub. can possibly have to do with *two bandy loads* of luggage. After the above clipping, the table *B* will show what a march of that length has, before now, stood me in for the carriage of my traps:—

	R.	A.	P.
<i>B</i> —1 Cooley for Table and Chair at 10 rupees per mensem	30	0	0
1 Cowrie Cooley for Crockery, ditto, ditto	30	0	0
2 Bullocks for Liquor, at 6 ditto, ditto, each	36	0	0
3 Bullocks for the carriage of six Bullock Trunks; one pair fitted up as a Camp Bed	54	0	0

Rupees 150 0 0

The following table (*A*), showing the expenses of the carriage of a Subaltern's tent for 90 days, offers a contrast equally great with the sum the same length of march would have cost on more economical principles, as pointed out in table *B*:—

	R.	A.	P
A—A Subaltern's Tent costs	228	0	0
Lascars	20	0	0
Coolies	16	0	0
Bullocks	125	0	0
	<hr/>		
	389	0	0
B—A Subaltern's Tent, new, cost me	120	0	0
1 Lascar for 3 months	30	0	0
4 Bullocks, at 6 rupees per mensem, each	54	0	0
	<hr/>		
	Rupees	204	0 0 for Tent.
		150	0 0 for Baggage.
	<hr/>		
	Total	354	0 0

389 for Tent.

348 for Baggage.

• Total 737 Rupees for A A.
354 „ for B B.

• 383 „ making a difference of nearly 400 rupees.

I think the author of the "Comparative Pay in India and England" has likewise overrated the expenses of the original outfit on landing; but he appears to have carried on the war in a princely style; whereas economy, "the life of the army," was always an object with

July 6th, 1833.

E. N.

"Audi alteram partem."

MR. EDITOR,—I am desirous of making a few observations on a letter which appeared in the present month's number of your valuable periodical, signed by "A Subaltern of upwards of twenty-four years standing."

The very *novel* complaint which your correspondent makes, of the quick promotion in the Company's service being a mortification to the officers of the King's, may in a few isolated instances be felt, but it requires no remark of mine to prove, how unjust this complaint is in reference to the two services generally;—the fact being already too well established, that officers in his Majesty's service, more especially of the higher ranks, are continually superseding those of the Company, whilst the field-officer of the latter service has no protection whatever from the mortification he naturally experiences at being so superseded.

The subaltern states, that he has frequently been in garrison, where every Company's captain was many, many years his junior, and yet he has no chance of *real* promotion! The cause of this apparent hardship is generally to be found in the continual exchanges, which take place between officers in the King's service; and the practice in such cases being, for every officer to enter a regiment as junior of his rank, it frequently occurs, that a subaltern of considerable standing (often a brevet captain), who finds it inexpedient to accompany his regiment when ordered home, exchanges into some other, serving in India, where he comes in junior of his rank, losing, of course, all his previous standing in the corps he quits, and having to recommend his weary way up the list of lieutenants in the corps he enters,—below those, who are most probably many years his juniors in length of service.

That this system of exchange is the cause of the evil to which "the Subaltern of upwards of twenty-four years standing" refers, may safely be inferred, from the fact of the *senior* lieutenants of many of His Majesty's regiments serving in India *not* being brevet-captains, (*viz.* subalterns of

fifteen years standing,) whilst several of the *junior* regimental lieutenants are. For instance, in H.M. 41st regiment, the 2d regimental lieutenants' date of commission is of June 1824, whilst nearly at the bottom of the list of lieutenants may be found a brevet-captain of 1825 !!! Again, the senior lieutenants' commission of H. M. 48th is dated in 1824, whilst many of the lieutenants below him are brevet-captains of six and seven years' standing; clearly showing that these latter officers exchanged into their present regiment from some other, or were received from the half-pay list.

It will be seen, on referring to the list of officers belonging to the Hon. Company's Madras establishment, that most of the senior lieutenants of regiments have held the rank of lieutenant for twelve years at least, and many much longer; whilst ensigns may be found in most of our regiments, of eight years' standing, which shows, that no very frequent instances of supersession can take place by our army; and were the King's subaltern officers to continue their service uninterruptedly in one regiment, they might reasonably expect to become regimental captains in a much less period than *twenty-four years*.

By giving place to this you will greatly oblige one of your constant readers.

London, June 3d, 1833.

An OFFICER of the Madras Army.

On the Practice of calling out Subalterns to put a Regiment through its Manœuvres.

MR. EDITOR,—I have frequently been surprised that none of your numerous correspondents have ever noticed a subject of interest to the junior ranks of the army, and of peculiar hardship to such as are of different dispositions, many of which, however incredible it may appear, may be found in the service. I allude to the practice of general officers calling out the subalterns to put the regiment through whatever field movements they may deem proper, many of which the junior officers have never seen practised. The regulation is an admirable one, and well calculated to ground the young officers in their duty; but the hardship of the case lies in the fact that few, if any, commanding officers ever permit the young, or indeed any officer but the adjutant or themselves, to drill the men, through a dread of rendering their regiments unsteady. In consequence of this, the majority of officers find themselves, when called upon by the general at the inspection, however perfect they may be in the theory of this part of their duty, so much at a loss from want of practice, as to be totally unable to direct even the most common manœuvre, and consequently incur the displeasure of the general, who, in all probability, reports them as *incapables* to the Commander-in-Chief.

A regulation is, I believe, in existence, directing commanding officers to make the officers in turn drill the regiment; but, for the reason I have assigned, in very few instances is it complied with. It should be made imperative, and the general obliged to ascertain the fact at each half-yearly inspection.

It is a singular fact also, that general officers never call upon commanding officers to perform particular movements; and it is notorious that, with the exception of the few manœuvres practised for the inspection, very many commanding officers may be found who can only go through the one drill routine, (wearisome to both officers and men,) and this sometimes by the assistance of a *card*, on which the movements are written down, and are carefully referred to from the pocket, and who would be more puzzled, if called on by the general for anything out of the common way, than the junior classes.

These are not vague remarks, but such as I can vouch for the truth of, as regards my own corps; the consequence of which is, that though few, if any, regiments stand higher at the present moment, yet if ordered to per-

form the most simple movement, which it has not been accustomed to perform, the men would inevitably blunder; and if at the time under the command of a junior officer, the odium would be thrown on him, although the words of command might have been perfectly correct.

This is intended for the benefit of those who have not been so fortunate as yet to reach the rank of field officer; and at the same time to expose some of those ignorant men who have been more fortunate in obtaining commands of corps, and show them the necessity of perfecting themselves in every branch of their profession,—too many of which, your military readers are aware, are now to be found in the service, and who are invariably to be known by their blustering and tyranny.

Yours, Mr. Editor,

An OFFICER of a Light Corps.

Second, or Queen's Royal Regiment.

MR. EDITOR,—As the motto of the Queen's, "*Pristinæ virtutis memor*," seems in a more particular manner to direct the attention of its members to its history, I have been employing some of my leisure hours in investigating the services of a corps with which I had the honour of serving at a time when more active scenes left but little leisure for antiquarian research.

In the second edition of Grose, it is said, that they served in the Low Countries, in 1703; that they were at the battle of Almanza, in 1707; and that they distinguished themselves in the Seven Years' War. I have not been able to find authority for these assertions in any of the contemporaneous historians that I have been able to meet with; perhaps some of your readers may have been more fortunate than myself, and will have the goodness to communicate the fruit of their discoveries.

I may be blamed for thus questioning the authenticity of Grose's information, but I like candour; and although it may be true that "*omne ignotum pro magnifico est*," I would rather have one obscure fact than a whole galaxy of fables, however splendid. I should be much obliged could any of your correspondents give any information as to what became of them at the dispersion of the army consequent to the capitulation of Limerick.

I have the less diffidence in intruding upon your pages, as you have so often opened them to similar inquiries; and I think you will be the more inclined to extend the privilege in this instance, as the subject possesses peculiar interest, the Queen's being the oldest ENGLISH regiment, one that was (as Grose says) considered a "pattern corps," which flattering appellation it has always maintained, and will ever deserve,—being ready, although itself *three-coloured*, to lend a willing hand in lowering the *tri-color*; if, indeed, at any time, thanks to England's better genius, we should emerge from that senseless apathy, as regards our best interests and our truest friends, into which we are now unfortunately plunged.

Excuse, Mr. Editor, the length to which this letter has insensibly grown; and be assured that if, by means of your widely-circulated Journal, I should be able to complete my now imperfect sketch, I shall be happy, for want of an abler hand, to place at your disposal, if, by so doing, I could assist in passing away a few moments of that time, which in these peaceful and inactive times must hang so heavily on the hands of many others besides

Your obedient humble servant,

H. P.

* * We had intended incorporating the foregoing with other questions of a similar nature, but fear that longer delay might impede the writer's object.—Ed.

A Hint for Emancipators.

MR. EDITOR,—Having passed some time in the West Indies, in almost all the Windward islands, and differing, I confess, widely in opinion with the persons who have precipitated the emancipation of the blacks, may I ask, through the medium of your valuable Journal, the following question, and request from some one of your numerous readers an answer?—I put the question, because I am told his Majesty's Ministers have been *driven by clamour into the measure and forced to adopt it*;—I ask whether those Ministers, before they impose the burden of twenty millions upon the people at large, ought not to appeal to those hundreds of thousands of persons (as we are told) who have petitioned in favour of the blacks, and request their *voluntary aid by subscription* to raise a portion of the twenty millions, and thus be enabled to impose a lighter burden upon *that part of the public quite unconcerned* and passive spectators. The members of Parliament who put upon the table the list of petitioners could send them back to their constituents, and request each person to place opposite to his name the sum he subscribed.

Charity on the tip of the tongue is *cheap*, is *specious*, and even covers a multitude of sins;—i.e. the charitable and clamorous be *put to the test*, and prove the sincerity of their words by the opening of their purses. My question is, ought not this to be done?

A VETERAN SOLDIER.

U. S. Club, 28th June, 1833.

The White Horse.

Reply to a "Constant Reader," who inquires "respecting the occasion on which the WHITE HORSE was given to the Regiments of Cavalry and Infantry in the King's Service:—"

The White Horse, on a red field, was the armorial bearing of Ancient Saxony or Westphalia, and has, for many centuries, been borne by the illustrious House of Brunswick. Historians state, that Henry the Proud, Duke of Bavaria, (father of Henry the Lion, Duke of Bavaria and Saxony,) married, in 1126, Gertrude, daughter and heiress of the Emperor Lothaire II., by his consort the Empress Richeuza, who was the daughter and heir of the last Count of Nordheim, and, in right of her mother, heiress of Eckbert II., Margrave of Saxony and Thuringia, and Prince of Brunswick; and that in consequence of this marriage with the lineal descendant of Wittekend, the last Saxon king, Henry the Proud assumed the armorial bearing of that sovereign. The banner of Wittekend bore a *black* horse, which, on his conversion to Christianity by Charlemagne, was altered to *white*, as the emblem of the pure faith he had embraced.

In the year 1700, a noble medal was struck at Hanover, to commemorate the accession to the electorate of George Lewis, Duke of Hanover, afterwards King George I.

This medal bears on one side the *head of the elector*, and on the reverse the *white horse*, with the circumscription "*Nec Apera terrent.*"

From this it may be inferred, that on the accession of the House of Hanover to the imperial crown of these realms, the *white horse* was introduced as a royal badge in the standards and colours of certain regiments of cavalry and infantry.

The length of the above has left us no room for further notices to our Correspondents, whom we assure, individually and collectively, that due attention is paid to their several communications.

EDITOR'S PORTFOLIO;
OR,
NAVAL AND MILITARY REGISTER.

AFFAIRS AT HOME AND ABROAD.

IN the House of Lords, divisions alternately for and against Ministers have taken place on the Irish Church Bill.

The third meeting of the BRITISH ASSOCIATION for the advancement of Science took place this year at Cambridge, commencing on the 24th and terminating on the 29th of June.

To afford anything like a detailed view of this memorable Assemblage, or, as it was felicitously termed by the admirable Chairman, Professor Sedgwick, this "Intellectual Olympia," would be, on our part, alike impracticable and superfluous. The proceedings of the Association will be specially and minutely reported in the Annual Record of its own Transactions; to which, judging by the volume already published, every visiter, and all professing or patronizing science, will look forward as a repertory of invaluable information, and a talisman of delightful and elevating recollections.

In noticing the meeting of last year at Oxford, we briefly alluded to the origin and nature of this Association. The arrangements at Cambridge were similar to those at the Sister University, perhaps matured and improved by the practice of the previous year. On the Cam as on the Isis the spirit was alike cordial, unwearied, and splendidly hospitable on the part of the entertainers—gratified and grateful on that of the entertained.

The Association has increased rapidly in numbers and resources, having doubled the former within the year. At the close of the session at Cambridge, the Society numbered 1400 "philosophers" in its ranks, and reckoned a sum of 2000*l.*, clear of all expenses, in its coffers. The management has been admirable.

We cannot even advert to the transactions of this meeting, which teemed with the highest order of intellect and eloquence, while they raised the attention and feelings to a sustained and almost painful pitch of excitement.

Dr. Buckland was replaced in the annual chair by Professor Sedgwick—*par nobilitate*, the Nisus and Euryalus of cosmogony; and it was announced, that the session of next year would be held at Edinburgh, under the presidency of Sir Thomas Brisbane. Many foreign *Savans* were present, and were distinguished by pointed marks of courtesy and expressions of welcome. The ladies, "like variegated tulips, showed" on the scenic benches and up the hanging-galleries (now gardens) of the Senate House, shedding a chivalrous animation on the assembly, and adding not a little to the tribulation of unpractised speakers. For good or for evil, there is no spur like the influence of "the sex." What saith old Cicero?—if it be he—"Sine studio et amore quodam amoris nihil quidquam in vita fit egregium"—aut nequissimum, might not that tongue have added, in foretaste of the bodkin of a spiteful woman?

We shall not attempt to enumerate the illustrious men who formed a galaxy of genius and acquirement, rarely, if ever, arrayed upon such an occasion. To the brilliant powers and fine qualities of Professor Sedgwick, we may, from the presiding station he held, especially and worshipfully allude; and, in uniting our humble voice to the acclamation with which the name and objects of Sir John Herschel were greeted in the halls where his own genius had sought and won inspiration at the shrine of Newton, we but pay a tribute to that illustrious and accomplished man, as universal as his wide-spread reputation.

To our friends of TRINITY—immortalized henceforth for its society of "Veritables Amphitryons," as heretofore conspicuous for its race of intellectual giants—our acknowledgments would be more lavish were they less sincere. To that college the Association is indebted for a series of splendid and unbounded hospitality, and for the most liberal aid, and important contributions to its scientific objects. To express, individually, our obligations to the friendship of its most distinguished members, is simply to proclaim that we enjoy an advantage of which we are justly proud.

IBRAHIM PACHA has recrossed the Taurus with the Egyptian army. The Russians maintain their station at Constantinople. Sir Pulteney Malcolm, with the British squadron, was off the Dardanelles.

A dashing exploit has been accomplished by Capt. Charles Napier, in command of Dom Pedro's fleet, against the more numerous and powerful squadron of Dom Miguel, which the gallant Englishman with his British followers captured at a single blow, by boarding. Although taking no farther interest in this contest than may be dictated by a very sincere regard for the welfare and prosperity of the Portuguese nation,—an interest arising from recollections and associations not easily effaced—we cannot fail to participate in the triumph of our countrymen, who, however composed or employed, have at least maintained the supremacy of their native country in arms.

We are not, on principle, advocates for the indiscriminate transfer, to foreign powers, of those services due to the country of which we may be both subjects and commissioned defenders; but we freely admit, that the dispensation of promotion and rewards is so unequal and uncertain in the British service, as to justify, in many instances, an alienation which holds out any reasonable prospect of repairing, by honourable exertions, the slights and discouragement sustained at home.

The achievement of Captain Napier will be best described in his own words. When the issue of the Portuguese contest shall have been decided, we propose to embody its details in a circumstantial and impartial narrative.

The following is the official account of this victory:—

"Rainha, Lagos Bay, July 6.

"My dear Chevalier,—I have taken all the Miguelite squadron, with the exception of two corvettes and two brigs. I send you a copy of my letter to the Minister. I expect the Marquis here to-morrow to arrange what is to be done with their crews. I shall go off to Lisbon the moment I can get a few ships ready. Yours faithfully,

"CARLOS DE PONZA."

"To his Excellency the Chevalier Abreu e Lima."

"Her Most Faithful Majesty's ship *Rainha de Portugal*, in Lagos Bay, July 6.

"My Lord.—It has pleased God to grant the squadron of her Most Faithful Majesty a great and glorious victory over the enemy, whom I fell in with on the morning of the 2d instant, off Cape St. Vincent, my squadron having left Lagos Bay the evening before. They consisted of two line-of-battle ships, two frigates, three corvettes, two brigs, and one xebecque; my squadron of three frigates, one corvette, one brig, and one small schooner.

"I immediately despatched the *Villa Flor* to Lagos for the steamers, which vessels rejoined me in the evening. During the 3d and 4th there was too much swell to lay the enemy on board, the mode of attack on which I had decided. On the forenoon of the 5th it fell calm. I expected from the steamers great and good assistance; but, with the exception of the *William IV.*, they showed no disposition to render support, and the engineers and crews particularly refused to approach the enemy, the former demanding 2000*l.* each before they went to work. I must, however, do justice to Mr. Bell, who did all in his power to induce them to act.

"During the discussion a breeze sprung up, placing my squadron to windward of the enemy, who were formed in a combat line under easy sail, the two line-of-battle ships ahead, the two frigates astern, having the three corvettes and two brigs a little to leeward in the open spaces.

"I explained to the captains my intention of attacking the *Rainha* with the flag-ship and the *Don Pedro*; to the *Donna Maria* was assigned the *Princesa Real*, and to the Portuguese and *Villa Flor* the *Martins de Freitas*, leaving the *Don John* (bearing a commodore's pendant) and the small craft unoccupied.

"At two, the squadron, being in close order, edged away to their respective stations, and as we came within musket-shot a most tremendous fire was opened on the ships from the whole line, with the exception of the *Don John*, whose guns would not bear. We were a good deal cut up, and lost men; but nevertheless pursued a steady course, returning the fire as we passed. Raked the *Rainha*, who had bore up two or three points, ran alongside to windward, and boarded with all hands.

"The enemy did not resist our boarding, which was, however, accomplished with difficulty; but they defended the quarter-deck with great spirit, and, I am sorry to say, we suffered severely. Capt. Reeves, of this ship, the second in command, and Captain Charles, my aide-de-camp, were, I believe, the first on board: the former received three wounds, one severe, the latter five. They were closely followed by myself and officers, and a few seamen. Captain George, who was serving as a volunteer, and Lieutenant Wooldridge, were killed. Lieutenant Edmonds and Mr. Winter, my clerk, severely wounded. Lieutenant List and myself were the only ones that escaped. As the men got on board they rushed aft to support us, and in about five minutes the *Rainha* was our own.

"By this time the *Don Pedro* ranged up to leeward to board, but I directed Captain Goble to follow the *Don John*, who had made off, and I am sorry to say, in the act of speaking to me, he was mortally wounded by a musket-ball from the *Rainha*'s lower-deck ports.

"Lieutenant List and a party were left to take charge of the prize, and the flag-ship steered off in pursuit of the *Don John*.

"We were much cut up in sails and rigging, but by the great exertions of Captain Phillips, master of the fleet, who now took the direction of the *Rainha*, the fore-topsail was shifted, the rigging knotted, ropes spliced, &c., and we were fast closing on the *Don John*, the *Pedro* being a little ahead, when the Commodore struck his colours without firing a shot, the officers and ship's company refusing to fight. The three corvettes and two brigs put before the wind, and, I assure you, it was not in my power to prevent them.

"During the time I was taken up with the Rainha, the Donna Maria, Capt. Henry, carried the Princesa Royal by boarding in gallant style. Captain Henry speaks in high terms of his officers and crew. I am sorry to say his sailing Lieutenant, Mr. More, was killed.

"I left the Don Pedro to take charge of the Don John, and chased the disabled ship, who surrendered before sunset.

"Such a service could not be performed without loss; I am now collecting the returns, and will forward them the first opportunity.

"No language can express to your Excellency my gratitude for the support I met with from the officers and men. To Captains Reeves, Goble, (who is killed,) Henry Blackstone, (wounded,) Charles, Phillis, and Buxton, I am much indebted, and I beg leave to recommend them to the attention of his Majesty the Emperor. The subordinate officers, and indeed all, deserve the highest praise.

"I have the honour to be, my Lord, your Excellency's obedient servant,

"CARLOS DE PONZAS

"Vice-Admiral and Major-General."

"P.S.—I am happy to say the corvette Princesa Real came over and joined my flag this morning, at this anchorage.

"To his Excellency the Marquis of Loulé."

As an account of the naval services of Captain Charles Napier will, doubtless, be especially interesting at the present moment to his brother officers, and to the readers of the United Service Journal generally, we avail ourselves of the opportunity to insert his own statement of them, as contained in his characteristic address to the electors of Portsmouth at the last election, for the representation of which borough in Parliament he was the unsuccessful candidate:—

"In the course of my canvass," said the gallant officer, "I have been asked who I am? I'll tell you. I am Captain Charles Napier, who five-and-twenty years ago commanded the Recruit brig, in the West Indies, and who had the honour of being twenty-four hours under the guns of three French line-of-battle ships, flying from a British squadron, the nearest of which, with the exception of the Hawk brig, was from five to six miles astern the greater part of the time. I kept flying double-shotted broadsides into them. One of these ships, the Hautpolt, only was captured by the Pompey and Castor—the other two escaped by superior sailing. Sir Alexander Cochrane, my Commander-in-chief, promoted me on the spot into her. At the siege of Martinique, the *Æolus*, *Cleopatra*, and *Recruit*, were ordered to beat up in the night between Pigeon Island and the Main, and anchor close to Fort Edward; the enemy, fearing an attack, burnt their shipping. At daylight in the morning it appeared to me that Fort Edward was abandoned; this, however, was doubted: I offered to ascertain the fact, and with five men I landed in open day, scaled the walls, and planted the Union Jack on the ramparts. Fortunately, I was undiscovered from Fort Bourbon, which stood about 100 yards off, and commanded it. On this being reported to Sir Alexander Cochrane, a regiment was landed in the night, Fort Edward was taken possession of, and the mortars turned against the enemy. I am in possession of a letter from Sir A. Cochrane, saying, 'that my conduct was the means of saving many lives, and of shortening the siege of Martinique.' I had once the misfortune of receiving a precious licking from a French corvette; the first shot she fired broke my thigh, and a plumper carried away my main-mast. The enemy escaped, but the British flag was not tarnished. On my return to England, in command of the *Jason*, I was turned out of her by a Tory Admiralty, because I had not interest; but, as I could not lead an idle life, I served a campaign with the army in Portugal, as a volunteer, when I was again wounded. At the battle of Buçaco I had the honour of carrying off the field my gallant friend

and relation, Colonel Napier, now near me, who was shot through the face. Busaco was not the only field where he shed his blood; at Corunna he was left for dead; but, thank God, he escaped with six wounds. On my return to England I was appointed to the Thames, in the Mediterranean: and if I could bring the inhabitants of the Neapolitan coast into this room, they would tell you, that from Naples to the Faro Point there was not a spot where I did not leave my mark, and brought off with me upwards of 100 sail of gun-boats and merchant vessels. I had the honour of running the Thames and Furieuse into the small mole of Ponza, which was strongly defended; and before they could recover from their surprise, I captured the island without the loss of a man. I was then removed to the Euryalus, and had the good fortune to fall in with two French frigates and a schooner. I chased them in the night close into Calvi, in the island of Corsica, passing close under the stern of one, *plumpering* her as I passed; and though we were going eight knots, I tried to run aboard of her consort, who was a little outside, standing athwart my hawse; the night was dark, the land close, and she succeeded in crossing me, but I drove her ashore on the rocks, where she was totally wrecked, and her consort was obliged to anchor close to her. The Euryalus, wore round, and got off almost brushing the shore as she passed. These ships were afterwards ascertained to be *armée en flûte*, mounting 22 guns each, and the schooner 14. From the Mediterranean I was ordered to America: and if my gallant friend, Sir James Gordon (the present Commissioner at Chatham and Sheerness dockyards), were here, he would have told you how I did my duty on that long and arduous service up to the Potomac; he would have told you, that, in a tremendous squall, the Euryalus lost her bowsprit and all her topmasts, and that in twelve hours she was again ready for work. We brought away a fleet from Alexandria, were attacked going down the river by batteries built close to what was the residence of the great Washington, and I was again wounded in that action in the neck. On the peace taking place, I went on half-pay, where I remained till I was appointed to the Galatea, which ship I commanded for three years on this station; and I hope and trust I have faithfully done my duty during that period to my King and country."

Subsequently to the above address, Captain Napier, on the death, we believe, of Captain Northey, became, by petition, on account of his wounds (for the gallant captain is *lame*), an out-pensioner of Greenwich Hospital, amounting, as he said, to about 50*l.* per annum.

Lagos, July 6, 1833.

Par un hasard de Bellone,
Par un bonheur sans égal,
Nous avons sauvé Crémone,
Et perdu notre général.—*Mémoires du Prince Eugène.*

So did the French sing, Mr. Editor, when they succeeded in defending Crémone, though Villeroi, surprised by the Austrians, had been taken prisoner. So we may say Solignac has left us, but we are masters of all the Algarves and of the fleet of Don Miguel, though that veteran general had foretold a hundred misfortunes to our enterprise. General Solignac, after six months of inactivity, during which he suffered the Miguelites to intrench themselves to the teeth, awoke at last, and, obeying the cry of all the army, summoned a council of war; (a great fault in such a situation) and proposed an expedition of some thousand men against Lisbon. All the officers, though more than twenty, approved of his opinion, and the expedition was decided. But Solignac wished, I do not know for what, the presence of H. I. M. in the expedition; but the ministers, or, to speak more correctly, the minions of that inconsiderate prince, unwilling to expose themselves, told him, a few hours after, that his sacred person ought not to be hazarded; his Majesty gave them many thanks; and the next day called

for a new council of war, and declared, that, following the prudent advice of Mr. Xavier and of Mr. Freire, his ministers, he had changed his mind, and resolved that no expedition to Lisbon was advisable at such a moment. General Solignac, observing that he was always *débordé* by the dirty, private myrmidons, whom Don Pedro calls a ministry, offered his resignation, which was eagerly accepted. As a consolation, a *grand cordon* was bestowed upon him; a decoration at least as honourable in Portugal as the chain worn by the ushers in the House of Lords in England. After the expedition against Lisbon was so disposed of, H. M. desired the officers present at that second reunion to consider, whether it was more convenient to attack the enemy's intrenchments and hazard the campaign in a single day, and fight,—or, to embark three thousand men, and land them at the Algarves, where it was expected the people would rise for the Charter and Donna Maria, as soon as some protection might be offered to them. The Portuguese officers, perfectly aware that civil war has its rules quite different from those admitted in a regular one, and which foreigners can hardly value, voted for the expedition to Algarves; the result has proved that they judged rightly,—we are masters of that province, *sans coup férir*. We are preparing to enter the Alemtejo by Loulé, and Corte Figueira through the Serra do Caldeirao, and by Monchique and Palhoter to Alcaçar, or the Campo d'Ourique, where the first king of Portugal was proclaimed in the year 1136.

The resolution, personal bravery, and skill with which Vice-Admiral Ponza came up with the squadron of Don Miguel, and took it on the 5th, will be published, I hope, in England by professional men: for us it will suffice to say, that we are persuaded that *nobody* in this war has yet been able to do so great a service to the Queen of Portugal as Vice-Admiral Ponza. It is true, that the crews in some of the enemy's ships were divided in their opinions; but yet, notwithstanding, I think that Ponza has shown himself worthy of the navy to which it was his fortune to belong before his taking the command of the Portuguese fleet.

Saldanha is commanding at Oporto; and we are confident, that though at the head of a small army, he will beat the Miguelites if they dare to attack him.

We hear that a new regency will be established. We are anxious for it, that the presence of H. I. M. may be dispensed with in Portugal,—the sooner the better.

This letter, Mr. Editor, is written in such a hurry, that I beg to apologize for its incorrectness.

I have the honour of remaining

Your most humble and respectful servant,

PORTUENSE.

Oporto, July 9, 1833.

SIR,—Marshal Solignac's exposition in the daily papers, and your last Number, arrived all here about the same time. As the Marshal appears to have been induced to lay before the public that statement in order to correct misconstructions, and his publication being not explicit enough in the main point,—the rejection of his projects,—I think, to prevent the charge being, for want of information, laid wrongly, it will not be amiss to relate the whole transaction as I was told it occurred, to enable your numerous readers to form a right judgment on the subject.

The upright and gentlemanly behaviour of Solignac to his fellow comrades, together with the little luck he had had since assuming the command of the Constitutional army, did not at all please or fulfil the views of those speculating advisers, who, on the spur of a *peculiar circumstance*, called him to Portugal; consequently, their confidence in the Marshal was greatly diminished. Solignac, well aware of this, and perceiving the general desire and anxiety of the army to get out of Oporto any how, also

entered into the view of an expedition* to Lisbon, which had been the universal suffrage of all. Don Pedro being at last almost compelled to accede to the *general* opinion of the Portuguese, and not *special* of the Marshal, convened on the 7th of June a grand military council, by far too numerous, in which, notwithstanding its number, it was unanimously resolved that an expeditionary force of five thousand men should forthwith be sent to the capital to finish at once this protracted struggle. Four days after this resolution had been taken, Don Pedro called another council and said, that "having consulted his ministers about the expedition, they did not assent to it, and that he had adopted entirely their opinion, for *particular motives*, as he could not go with the expedition; and not wishing to intrust *that one* to any other individual, would now know, if the council agreed to another expedition to the South, on a smaller scale, or to an attack on the enemy's lines." The majority of the council having no other alternative left, after an animated discussion, voted for the first of these two proposals, and Don Pedro, in a breath, appointed Villa Flor to command it, to the great amazement of all; making, at the same time, allusions to the sentiments of brother officers, little worthy the character and dignity of a prince and a father! General Saldanha, anxious to suppress any lurking, jealous impression that might exist, and to serve his country's cause, immediately declared that he was ready to go under Villa Flor, as chief of the staff, in the expedition to Algarves. Don Pedro did not assent to it, and was deaf to every remonstrance on the score, even to that of the Vice-Admiral Ponza, on the eve of departure.

To understand well this frolic of the ex-Brazilian ruler, it will be necessary to know, that Don Pedro wishes to keep the regency *à tout prix*. The camarilla, immediately after the first council broke up, hearing its decision was to go to Lisbon, said to Don Pedro, that "the expedition, to be successful, ought to be headed by Saldanha, who had many friends in the capital;" but at the same time observed, that "the very moment the Queen's flag should be hoisted in St. George's Castle, the regency marked in the Charter would be established." Pedro, at the sound of these articulations, suddenly altered his mind with regard to the resolved expedition on Lisbon, and proposed, on the 11th, the two substitutes above stated.

As to the preference given to the first of the two alternatives, I think the majority was right in the selection, for very obvious reasons, which a foreigner cannot duly appreciate, being unacquainted with the national feeling; and the unbounded success it has met with, puts now the question beyond all scepticism. With respect to the efficiency of the other, doubts may be entertained, notwithstanding the Marshal's confidence, especially if we bear in mind these few occurrences:—

First, Solignac took the command of the army in the commencement of January: organized the different regiments and brigades at his pleasure; and on the 24th of the same month made a sortie, which failed, both by sea and land, losing, in a retreat of 400 yards from our positions, better than 200 men.

Second, being made acquainted with the importance of Mount Castro's position, to protect the landing of stores, he never made himself master of it, and allowed the enemy to fortify strongly the place, which they have retained ever since, not permitting any debarkation, except by night and in fine weather. Had the position been ours, we might land whatever we liked, with all weathers, in the beach of Capoeiro.

Third, why, on the 4th of March, when the Miguelites were flying before the victorious little band of Saldanha, did he not move the forces on the enemy, being only at the distance of cannon-shot from the combat, losing thus a lucky chance of completely beating them?

Fourth, why was the position of Autas, whose fortifications had been commenced in the night, left almost abandoned, when the enemy was only a mile and a half from the begun redoubt? and after they took advantage

of this negligence, why was it not retaken, *sur le champ*, without allowing them to post a strong force there? The consequence was, that to get it again, we lost many a brave man, which would certainly not have been the case if done otherwise.

Fifth, why were the adjoining houses to Covedo, on the 9th April, abandoned against Colonel Pacheco's remonstrances? which, having been occupied by the enemy, cost some lives to get back again.

I may venture to say after this, that the Marshal was very unlucky, or ill-inspired by his tutelar genius, in all attempts; and, with these things in view, no wonder if implicit trust was not placed in the hazardous undertaking of an attack on the lines of the enemy. From the 9th April to the time of the first military council in June, Solignac remained here without attempting anything. If it was so easily to be done, and the Marshal could perform wonders, as his declaration in the newspapers appears to insinuate, why, I ask, did he slumber in apathy for nearly two months? Surely, six hundred men that came in the beginning of June were not such a number as to justify the delay! No doubt, the Marshal, in his promised *brochure*, will be able to explain satisfactorily all these points, which, to me, seem at variance.

The news from Lisbon is very flattering. Two Constitutional guerrillas have been raised in Estremadura, one by Captain Feio, and the other by Don Manuel Martines, son-in-law of *Commandeur* Carqueja, a very rich wine-grower of the province: the latter went to Thomar and liberated from gaol about a hundred political prisoners there confined; took the dépôt of arms from the Corregidor's house to give their partisans; ransacked the public coffers; and, after proclaiming Donna Maria, passed to Barquinha and Punhete, where they did the same; and then crossed the Tagus to Alemtejo, in force of near seven hundred men, to join the expeditionary force in Algarves. The government at Lisbon was very uneasy; and on the 29th ult. published a Supplement to the Gazette, saying, "they were mere smugglers, who, tempted to rob, had done the daring deed;" but the private letters state the contrary, and even say, that the guerrilla of Captain Feio still remains in the province, and had stopped three consecutive mails from Castello Branco.

On the 5th instant, in the morning, the Miguelites attempted to carry, by Lordello, the positions, in order to cut our communication with Foz; but being foiled in that project, they commenced a general attack, in great force, on the whole line. After a spirited contest of better than four hours, the enemy was repulsed and pursued with great slaughter to their intrenchments, losing the position of Prelada. Our loss was little short of a hundred men, and that of the enemy exceeds six hundred in killed and wounded. Saldanha's dispositions were excellent, and the inconsistent Don Pedro promoted him in the field to the rank of lieutenant-general. Unfortunately, the brave and intelligent Colonel Duvergier has lost an arm.

The unbounded success of the expedition to Algarves, and the bold and brilliant achievement of our small squadron over Miguel's fleet, far exceeded the expectations even of the most sanguine, and have electrified us all in an indescribable manner: joyous tears were seen fast trickling down every one's cheeks, the camarilla excepted, who may well consider this decisive blow as the *coup de grace* given to Miguel's tyranny and their misgovernment, for no other name deserves their mal-administration, in which barefacedness has prevailed with stupidity, almost, in every measure. If such a good cause could ever be lost, none surely worked more for it than these *worthies*, who have striven to outrun the profligate octogenary Count de Bastos in imbecility.

A VOLUNTEER, A. M. S.

ABSTRACT OF PARLIAMENTARY PROCEEDINGS CONNECTED WITH THE ARMY AND NAVY.

HOUSE OF COMMONS, MARCH 25, 1833.

Navy Estimates.—Sir J. Graham, in proposing the Navy estimates observed, that the Government had done, and were determined to do their utmost in promoting reduction. He then compared the expenditure as it stood in 1828, and the reductions that had since been effected in it. It appeared from the finance report of 1828, that the average annual amount of the public expenditure for the five years preceding 1827, was 55,744,863*l.*, of which sum it was the opinion of the committee, that there were 35,000,000*l.* odd of such a fixed nature that they could not be reduced, leaving at that period a sum of 20,000,000*l.* odd, which, consistent with the maintenance of the public honour, and the faith of the country, might, in the opinion of the committee, be gradually reduced. He proceeded to show, that of this sum 4,000,000*l.* had been since reduced; of which 3,000,000*l.* consisted of reductions in the naval and military expenditure; and out of this sum 1,000,000*l.* had been saved by the present Administration. He then pointed out the departments in which the reductions, amounting to 220,500*l.* upon the estimates of 1832, had been made, observing, that the number of seamen for the present was precisely the same as for the last year. It appeared from tables produced, that a large sum was to be deducted from the reductions made, in order to provide for superannuation allowances. But it was not to be concluded, therefore, that the public would not benefit by those reductions. The reduction was permanent, while the payment of the superannuation would be only temporary, and the saving therefore amounted to the exchanging of a terminable annuity for a permanent reduction. He then called the attention of the House to the debt of the navy, which arose from the circumstance of the seamen being only paid as their ships arrived from the foreign stations where they were employed, and the long bills that it was the custom to draw for such purpose had been one cause of the increase of that debt. The debt of the navy in 1830 amounted to 1,314,060*l.*; in 1831 to 1,817,724*l.*; in 1832 to 977,179*l.*; and he trusted that he should be able to make a still greater reduction in it this year. The plan by which he proposed to effect it was this—by making the bills of which he had already spoken payable at once, instead of their being bills drawn with long dates. In answer to a charge which had been brought against him of indulging in indiscreet and uncalled for reductions of the expenditure connected with this department of the public service, he entered into a particular account of the present state of the Dock-yards, to show that they are in efficient condition in point of stores. He next stated the reductions made in the half-pay expenditure of the navy, and read the following table:—

Half-pay of all officers in the navy in the years 1829, 1831, and 1833:

	£	s.	d.
1st of January, 1829	1,023,248	0	0
1831	1,022,013	0	0
Less in two years	1,235	0	0
1st of January, 1831	1,022,013	0	0
1833	980,370	0	0
Less in two years	41,643	0	0

The House would see from this table that Ministers had, in the course of the two last years, reduced that portion of the expenditure by 41,643*l.*—about 20,000*l.* a-year. He did not wish to claim the credit of this for the existing Administration, as it arose out of a regulation which he found at the Admiralty on coming into office, that no one should be promoted unless upon the occurrence of three vacancies. He merely claimed credit for having rigidly adhered to that rule. He then adverted to objections urged by the Hon. Member for Middlesex, in reference to promotions in the navy. He would take three periods—1828-29, 1829-30, and 1831-32, and state the number of promotions that occurred in those several periods. In 1828-29,

213 midshipmen were promoted to be lieutenants; in 1829-30, 152 were promoted to be lieutenants; and in 1831-32, 88 were promoted to be lieutenants. In 1828-29, 139 lieutenants were promoted to commanders; in 1829-30, 100 were made commanders; and in 1831-32, only 31 were made commanders. In 1828-29, 57 commanders were made post-captains; in 1829-30, 51 were so promoted; and in 1831-32, there was just only 17 promoted to that rank. It should be recollected that on the accession of his present Majesty, in 1830, there was a flag promotion; and it was expected, upon his Majesty's coronation in 1831, that a similar promotion would have taken place, but his Majesty's Ministers did not feel it consistent with their duty to the public to recommend it at that time. He was sorry that he should not be able to propose a reduction in the number of seamen for the present year. On the most grave consideration, they felt it their duty to propose the same number of seamen as last year. The number voted last year was 18,000 seamen, and the number actually employed was about 19,000; the number of marines voted was 9000, and the number employed about 8000. The Right Hon. Baronet took credit to himself for the introduction of the principle of laying a special balance-sheet before the House every year. As complaints had been made by the Hon. Member for Middlesex, of sufficient reductions not being made in the navy, especially in a time of peace, he would just state to the House what was the total number of ships of war possessed by this country at present, compared with two antecedent periods. In doing so, he felt no apprehension at communicating such information, as there was no naval power in the world of which this country might be afraid. The two periods that he took were 1778 and 1793. In 1778 the total number of vessels which we possessed was 440; the total number which we now, in 1833, possessed was 348, being 92 less than in 1778; the total number of vessels of war we possessed in 1793 was 488, making 140 more than we possessed at the present moment. The Right Hon. Baronet added, that though the number of vessels was less, the proportion of vessels of a large rate had been greatly increased, and that the number of men necessary to be employed was also much greater. He would mention what was the present naval force of France, Russia, and America. France, at the present time, had 31 sail of the line and 37 frigates; Russia 36 sail of the line and 23 frigates; and America 8 sail of the line and 10 frigates. It would be perceived, then, from this statement, that this country had nothing to apprehend from an inferiority in her maritime force. In reply to other objections which the Hon. Member for Middlesex had raised against the present estimates, he read an extract from the report of the secretary of the American navy to Congress, dated 3d December last, which embodied an admirable answer to the cavils of those who were carrying reduction to an extent that would be really injurious to the service. The Hon. Member for Middlesex had said, that there were no reasons for keeping up such a naval establishment. He thought there were many reasons, involving such grave and important considerations as these—whether our commerce with the East Indies should be guarded—whether British interests in South America should not be protected—whether our trade with our North American colonies and the West Indies should not be defended from molestation—whether it was not for the interests of this country, and the interests of her commerce, that our naval superiority in the Mediterranean, the scene of so many of our triumphs, should not be maintained,—whether, in fine, it was not the best policy to keep up at the same time at home a moderate well-equipped force, the existence of which, while it evinced no desire upon our parts to inflict injury upon our neighbours, was the surest mode of preventing the infliction of injury upon ourselves. It was upon the maintenance of her naval power that this country depended for her national character, her national existence. Let but her naval superiority be once lost, and owing to her insular position, and to various other circumstances, she could no longer maintain her present high rank in the social system,—she must necessarily fall into the place of a second-rate power. On the other hand, if we maintain our navy as it ought to be maintained, we have nothing to fear: England must always be what she is at present, first among the nations of the world. The Right Hon. Baronet concluded by moving, “That it is the opinion of this committee that 27,000 men, including marines, should be voted for the service of the navy for the 13 lunar months ending the 31st of March, 1834.”

Captain Yorke said, that a statement which he had made with regard to the want of sufficient stores at Portsmouth, had been made from ocular inspection. At the time he alluded to, the Spartiate, on coming to Portsmouth to refit, was obliged to take out a topmast from the Nelson for that purpose. It might be one of the right Hon. Baronet's arrangements that vessels should thus exchange their stores, but he

(Captain Yorke) doubted the economy, as well as the utility, of such an arrangement. After condemning the navy bill of the Right Hon. Baronet of last session, the gallant captain proceeded to condemn the appointment of Captain Symonds. That officer should not have been appointed to an office which no naval person had ever filled before. He also condemned the conduct of the Right Hon. Baronet in refusing the command at Portsmouth to Sir H. Neale, because he had been returned to a seat in Parliament. Such conduct was a direct interference with the constituency of the country, and the Right Hon. Baronet, in adopting such a principle, was only acting upon the principles avowed by the Hon. Member for Middlesex. He thought that the conduct of Government was unprecedented in the case he had alluded to, and uncalled for, because the port-admiral had both a flag-admiral and a superintendent under him. He next alluded to an order issued by the Admiralty, authorizing the discharge of seamen on their arrival in a British port, and contended that that order would prove utterly destructive to the discipline and efficiency of the service.

Sir E. Codrington said, he believed that the Dock-yards were in a greater state of efficiency at the present moment than at any previous period. With respect to pensions, he must observe, that the clamour which was raised against the pensions given to officers who had long and faithfully served their country in active service was most unjust; and the more especially so, when the larger amount of the retiring incomes of those persons who had been connected with the civil service of the country was considered. What was greatly wanted was, that pensions should be fairly bestowed, and only given to those who had earned them by their services. He called the attention of the House to the condition of the pursers in the navy, whom he described as a most valuable class of persons, and regretted that their claims were not sufficiently attended to by the Admiralty. He instanced several cases of these officers, after the discharge of laborious and important duties for a space of 40 years, being put upon a retiring allowance of only 4s. a-day. An order was given at the end of the war that no promotion should take place in this class of officers, until the number of ships and of pursers became equal. But what did the Government do? They sold off the ships, but not the pursers, and consequently all hope of promotion for them was lost, and they were reduced to the condition of captains' clerks. He recollected that one of these officers, of the name of Wickham, was at the battle of Navarino. He wanted some person to carry an important message, and a man, covered with blood, came limping to him, and received his directions. He employed the same person two or three times on a similar errand, and on making inquiries he learned that this individual was the captain's clerk. He had received five wounds, and had several times gone to get them dressed, but had as often retired on observing that the surgeon was engaged in attending to the cases of his equally unfortunate shipmates. He (Sir E. Codrington) desired the captain of the ship to see that he was properly looked to; but eight months elapsed before he could even be discharged from the hospital. This man had been round the world with Captain Parry, and was the life and soul of the ship's company during the winter in which they were enclosed in the ice; and he remains to the present moment a captain's clerk, without any prospect of promotion, though he (Sir E. Codrington) had not failed to exert himself in his behalf. He had no doubt that he should be told that pursers frequently made their fortunes. That might be the case during the war, but the percentage allowed them had been greatly reduced since that period. He did hope that the First Lord of Admiralty would turn his attention to the situation of this neglected class of persons, and do them something like justice. With respect to sinecures, all he would then say was, that he conceived the principle which had been urged in that House of granting a specific sum as the special reward of eminent services, such as those of Sir F. Foley and Lord de Saumarez, for example, worthy of consideration, provided the choice did not remain solely with the First Lord of the Admiralty. If it were made compulsory on that officer to propose a vote for eminent services, he should prefer that mode of extraordinary remuneration to a sinecure appointment; but if it rested solely with him, he should prefer the present mode. He had some remarks to offer also on the system of intrusting the command of the machines to officers of another service, which he should submit on a future occasion.

Mr. Hume moved an amendment that the number of men be reduced to 20,000.

For Mr. Hume's amendment	44
Against it	347

Majority	303
----------	-----

On the vote of 953,220*l.* for the wages of seamen being proposed, Mr. Hume moved an amendment that it be reduced by the sum of 6910*l.*, the amount of marines' sinecures, as he termed the offices of General, Major-General, and Colonels of Marines.

Sir James Graham denied that the offices alluded to were sinecures.

The amendment was supported by Mr. O'Connell, Mr. Wilks, Mr. Briscoe, Mr. Gisborne, and Mr. O'Dwyer, on the ground that it involved the principle of abolishing sinecures; and it was opposed by Mr. Sanford, Mr. Robinson, Mr. N. Calvert, Colonel Hay, Lord Palmerston, Mr. Petre, Sir R. Price, and Lord Ebrington, who considered the refusal of the present vote would be an act of injustice.

On a division, the numbers were—

For the amendment	83
Against it	223

Majority for the original vote 140

The other votes proposed were agreed to without a division.

GENERAL ORDERS, CIRCULARS, &c.

DESCRIPTION OF THE UNIFORMS

WHICH, IN PURSUANCE OF HIS MAJESTY'S PLEASURE, ARE TO BE WORN IN THE ROYAL NAVY.

ADMIRAL OF THE FLEET.

DRESS UNIFORM.—Coat. Blue cloth, with two rows of buttons down the front, ten in each row, and three inches apart across the breast, from the front of the button-hole to the centre of the button. Scarlet collar, sloped off with one row of two-inch gold lace, Navy pattern, along the top and front edges, and one row of one-inch lace along the bottom edge, coming partly on the coat. Scarlet cuffs, with two-inch lace round the top, and blue slash pointed flaps in the sleeve, with three small buttons, and one and a quarter-inch lace round the edge. Pointed flaps in the skirts, with three buttons under, and one row of two-inch lace all round the flaps, and one row of one and a quarter-inch lace to encircle the hip buttons, and form a point at the top, one button at the bottom of each plait. The skirts to begin at one-sixth the circumference from the front edge, and to be lined with white kerseymere.—**Buttons.** Raised, gilt, and one inch in diameter, indented with a round rim, and within an anchor and a cable, and a crown over, between two wreaths of laurel. The small buttons to be half an inch in diameter.—**Epaulettes.** Two gold epaulettes with forty bullions each, over a bonnet and a crescent, and edging to the strap, with silver anchor and crown, and three silver stars, two upon the crescent and one above.—**Trowsers.** Blue cloth, with gold lace of the same width as that on the coat down the outside seams, to be worn over boots between the 15th October and the 30th April; and white duck, over boots, between the 1st of May, and 14th October. Whenever blue trousers are worn in full dress, those of commissioned officers, and of warrant officers ranking with them, shall have gold lace of the same width as that of their coats down the outside seams.—**Cravat or Stock.** Black silk.—**Hat.** Cocked; the flaps ten inches in the back, eight and a half inches in the front, six inches at each corner, bound with gold lace two and a half inches wide, showing one inch and a quarter on each side. Black silk cockade, six inches wide, looped with six gold bullions, three and a half-eighths of inches wide, and the two centre twisted, with a button of the same size and pattern as that on the coat; and tassels with five gold and five blue bullions each.—**Sword.** The hilt solid, half-basket guard, with raised bars and crown and anchor badge, lion head back piece, white fish-skin gripe, bound with three gilt wires; outside length, five inches and three-quarters; inside length, four inches and a half. The blade slightly curved, with a round back, thirty-one inches and a quarter long, one inch and three-eighths wide at the shoulder, with a double-edged spear point.—**Scabbard.** The top and middle locks to be four and three inches and a half long respectively; to have loops and rings, and to be ornamented with embossed oak leaves in bas-relief; the chape to be seven inches and a half long, and to have oak leaves, as above, round the upper part, and a honeysuckle ornament at the end.—**Sword Knot.** Blue and gold rope, twenty-three inches long, with ditto ditto vellum basket-work head, and twelve gold bullions; a piece of the same sort of cord, fourteen inches and three-quarters long, is to be fixed to the hilt, to which

the knot is attached.—*Sword Belt*. Blue morocco leather, lined, full one inch and a half wide in the girdle; single one inch wide, sword slings on carriages; the whole embroidered in gold, with oak-leaves and acorns down the middle, and margined with a straight line near each edge. Gilt mountings with circular fronts, two inches diameter, laurel embossed-edges, crown, anchor, and laurel on the centre; embossed carriage-buckles, plain girdle-buckles and rings, the latter one inch and three-quarters diameter in the centre; and plain studs under the carriage-buckles, for the more easily attaching and detaching the sword, superseding the use of swivels; a plain, strong, gilt hook attached to the ring, to suspend the sword short. The belt to be worn over the coat.

UNDRESS UNIFORM.—*Coat*. Blue lapelled coat, as formerly worn, with stand and fall collar; eight buttons and holes in front, regular pointed flaps, with three notched holes and buttons under. Round cuffs, with three notched holes, and buttons of the larger size, and four rows of five-eighth inch distinction lace round the cuffs, across the holes below the buttons.—*Buttons*. The same pattern as in full dress.—*Epaulettes*. The same as in full dress, but the bullions to be left loose, without the bonnet; and this rule to apply to the undress epaulettes of all officers entitled to wear them.—*Waist-coat*. Single-breasted, white cloth or kerseymer, with small buttons.—*Trowsers*. Blue cloth, without lace. In warm climates, or on the home station in summer, officers may wear white duck.—*Cavat or Stock*. Black silk.—*Hat*. With or without lace.—*Sword*. The same as in full dress.—*Scabbard*. The same as in full dress.—*Sword Knot*. The same as in full dress.—*Sword Belt*. Black patent leather of the same width as in full dress, but without embroidery; the mountings and edges to be also the same as in full dress, but the carriage-buckles to be plain instead of embossed.

ADMIRALS. DRESS UNIFORM.—The same uniform and appointments as the Admiral of the Fleet, except that there are to be three stars only on the epaulettes.

UNDRESS UNIFORM.—The same as the undress uniform and appointments of the Admiral of the Fleet, with three rows only of distinction lace on the cuffs.

VICE-ADMIRALS. DRESS UNIFORM.—The same as an Admiral, with two stars only on the epaulettes.

UNDRESS UNIFORM.—The same as an Admiral, with two rows of distinction lace on the cuffs.

REAR-ADMIRALS. DRESS UNIFORM.—The same as an Admiral, with one star only on the epaulettes.

UNDRESS UNIFORM.—The same as an Admiral, with one row of distinction lace on the cuffs.

COMMODORES OF THE FIRST CLASS; AND CAPTAINS OF THE FLEET, WHEN NOT FLAG-OFFICERS.

DRESS UNIFORM.—The same as a Rear-Admiral, with the epaulettes hereafter described, for captains of three years' standing.

UNDRESS UNIFORM.—The same as a Rear-Admiral, but with the captain's epaulettes.

COMMODORES OF THE SECOND CLASS, CAPTAINS, AND COMMANDERS.

DRESS UNIFORM.—The same as a Rear-Admiral, with the following exceptions: viz. the lace round the top of the collar to be one and a half inch wide, and three-quarters along the bottom; one and a half inch lace round the flaps, top and bottom, but not to encircle the hip buttons; one and a half inch lace round the top edge of the cuff, and blue slash flap in the sleeve, with three small buttons and three-quarter inch lace round the flaps. The buttons to be the same as the Admiral's, omitting the two wreaths of laurel.

Epaulettes. The same pattern as the Admiral's. Captains of three years' standing to be distinguished by a silver anchor, and crown over, on the strap; those under three years' standing, by the anchor alone; and commanders to have no badge on the epaulettes.—*Hats*. The same as the Admiral's, but bound with black silk instead of gold lace, and looped with four gold bullions, the two centre twisted.—*Scabbards*. The same as the Admiral's, but the chape to be only six inches and a half long; both lockets and chape to be ornamented with fluted threads and scroll instead of oakleaves.—*Commanders and officers below that rank*, to have the lockets plain, and the chape threaded, six inches long, with horse-shoe bottom.—*Sword Belts*. Black Morocco leather, lined, the same dimensions as the Admiral's; embroidered in gold, with three straight lines, one down the middle, and one at each margin near the edge; gilt mountings with circular fronts, with embossed laurel edges, crown and anchor in the centre; plain carriage and girdle buckles, with studs under, and plain gilt ring and hook.

UNDRESS UNIFORM.—The same as a Rear-Admiral, but without the distinction lace on the cuffs. Buttons the same as in Captain's full dress.—*Epaulettes*. The same as in full dress, but the bullions to be loose.—*Hats*. The same as in full dress.—*Scabbards*. The same as in full dress.—*Sword Belts*. The same as the Admiral's, omitting the laurel in the centre of the ornaments.

LIEUTENANTS.

DRESS UNIFORM.—The same uniform and appointments as commanders, with the following exceptions:—the lace to be only one inch, and half inch broad, instead of one and a half inch and three-quarters.

Epaulette.—The same as the Commanders; to be worn on the right shoulder, with a strap only on the left.—*Hat*. The same as the Commander, but looped with two gold bullions twisted.—*Sword Belt*. The same as Commanders, but with two straight lines, one near each edge.

UNDRESS UNIFORM. The same as Commanders.—*Epaulette*. The bullions of the epaulette to be loose, and no strap on the left shoulder.—*Hat*. The same as in full dress.

MASTERS OF THE FLEET. DRESS UNIFORM.—The same uniform and appointments as Commanders, but the coat to be single-breasted at angles with the skirts, with only eight buttons and holes regular.

UNDRESS UNIFORM.—The same as Commanders, but single-breasted at angles with skirts.

PHYSICIAN. DRESS UNIFORM.—The same as Commanders, with nine buttons, and to be placed by threes.

UNDRESS UNIFORM.—The same as Commanders, but with nine buttons and holes placed by threes.

SECRETARIES TO COMMANDEERS-IN-CHIEF. DRESS UNIFORM.—The same as Commanders, with eight buttons and holes down the front, placed in pairs.

UNDRESS UNIFORM.—The same as Commanders, with eight buttons and holes in pairs.

SECRETARY TO JUNIOR FLAG-OFFICERS. DRESS UNIFORM.—The same uniform as Purser's, of the uniform of the rank they may hold.

UNDRESS UNIFORM.—The undress uniform of Purser's, or of the rank they may hold.

MASTERS. DRESS UNIFORM.—The same uniform and appointments as Lieutenants, but the coats to be single-breasted at angles with the skirts, and with only eight buttons and holes regular.

UNDRESS UNIFORM.—The undress uniform of Lieutenants, but single-breasted at angles with the skirts.

SURGEONS. DRESS UNIFORM.—The same as Masters, with nine buttons and holes placed by threes.

UNDRESS UNIFORM.—The same as Masters, but the buttons and holes to be placed by threes.

PURSERS. DRESS UNIFORM.—The same as Masters; with the buttons and holes to be placed by pairs.

UNDRESS UNIFORM.—The same as Masters, but the buttons and holes to be placed by pairs.

SECOND MASTERS. DRESS UNIFORM.—The same uniform and appointments as Masters, but without the epaulette, or gold lace on the trousers. The lace on the coats to be three-quarters of an inch wide.

UNDRESS UNIFORM.—The same as Masters, without the epaulette.

ASSISTANT SURGEONS. DRESS UNIFORM.—The same uniform and appointments as Surgeons, but without the epaulette, or gold lace on the trousers. The lace on the coat to be three-quarters of an inch wide.

UNDRESS UNIFORM.—The same as Surgeons, without the epaulette.

CAPTAIN'S CLERKS AND CLERKS TO SECRETARIES. DRESS UNIFORM.—The same uniform and appointments as Purser's, but without the epaulette, or gold lace on the trousers. The lace on the coats to be three-quarters of an inch wide.

UNDRESS UNIFORM.—The same as Purser's, without the epaulette.

MATE.—Coat. Blue cloth, lined with white serge edged with white cloth, stand-up collar with a button and button-hole of one quarter inch wide, gold lace on each side of the collar; single-breasted at angles with the skirts; blue round cuffs; nine buttons down the front, three on each cuff and pocket, with corresponding blue twist button-holes, and three buttons in the folds of the skirts.—*Buttons, Waistcoat, Cravat or Stock, Buckles, Hat and Sword.* To be the same as Lieutenants.—*The Sword Belt.* To be the same as the Lieutenant's undress waist-belt.

GUNNERS, BOATSWAINS, AND CARPENTERS.—*Coat.* Blue cloth; if lined to be with serge; fall-down collar, blue lapels to button across, and round cuffs; nine buttons on the lapels, and three on each cuff and pocket, with corresponding blue twist button-holes, and three buttons in the folds of the skirts: Plain gilt buttons, with an anchor and cable engraved thereon.—*Waistcoat.* White.—*Cravat or Stock.* Black.—*Hat.* Plain round.—*Sword.* Of the same pattern and length as commissioned officers, but the back piece of the handle is to be plain, with a flute round the top and down the back; with a black fish-skin gripe bound with three gold wires; the etchings on the blade not blued or gilt.—*Sword Knot.* Of blue silk, mixed with gold fringe, but no button.—*Sword Belt.* The same as *Mates*.

MIDSHIPMEN.—The same as *Mates*, with a white turn-back on each side of the collar: but the coat not to be edged with white, nor to have the gold button-hole.—*Swords.* Of the same pattern as *Lieutenants*, but of such length as may be convenient.—*Sword Belts.* The same as *Mates*.

VOLUNTEERS OF THE FIRST CLASS.—The same as *Midshipmen*; but instead of the white turn-back, a button-hole of white twist on the collar, with a corresponding button, and to wear dirks instead of swords.

MASTERS' ASSISTANTS AND VOLUNTEERS OF THE SECOND CLASS.—The same uniform as *Volunteers of the First Class*, and the button-hole on the collar to be blue twist.

MEMORANDA.

Full dress is always to be worn on state occasions, and at courts-martial.

On all occasions of full dress, officers shall wear white trowsers over boots between the 1st of May and the 14th of October, and blue trowsers between the 15th of Oct. and the 30th of April.

The great-coats for officers in the Royal Navy are to be of blue cloth; double or single-breasted, according to the uniform assigned to their respective ranks, with stand and fall collar; the number and arrangement of the buttons to be according to their undress uniform; to be worn with or without epaulettes, as convenient.

The blue morning-coat now in use is abolished.

All officers may wear in undress, on board their ships, a round jacket without skirts, with their appropriate buttons, and a round black hat, with a narrow black silk band and a black buckle, and a black silk or leather cockade, with a loop of the same material, and half the width of the lace of their respective coats; or if they have no lace on their coats, of black silk riband (except *Midshipmen*, *Masters' Assistants*, and *Volunteers*, who are to have a loop of gold twist); or a blue cloth cap, with a band round it, of half the width and material of the lace of their coats; officers who have no lace to their coats, to have a band of gold lace, half an inch wide, round their caps.

Patterns or drawings of each article of dress are to be seen at this office, and at the offices of the several Port-Admirals.

The old uniform may be worn until the 1st of Jan. 1834.

By command of their Lordships,
GEORGE ELLIOT.

NAVAL CEREMONIES AND DISTINCTIONS.

By the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c.

Whereas his Majesty has been graciously pleased, by his Order in Council of the 3d instant, to direct that certain alterations and additions shall be made to Chapter IV. of the Regulations for his Majesty's Service at Sea, entitled, "*Ceremonies and Distinctions*," and in sections 2 and 3 of the said chapter; you are hereby required and directed to observe and conform to the said additions and alterations as follow, viz.

In Chapter IV. Section 2, Article 1, the following words are to be omitted: "or to the pendant of a captain, commander, or commanding officer of any ship or vessel of war of his Majesty."

Instead of Article 2 of the said chapter and section, the following is to be substituted, viz.—"Whenever His or her Majesty shall go on board any one of his Majesty's ships or vessels, the royal standard shall be hoisted at the main-top-gallant-mast-head of that ship or vessel; and at the same time, the flag of the Lord High Admiral at the fore-top-gallant-mast-head, and the union jack at the mizen-top-gallant-mast-head; or, if in a smaller vessel, in the most conspicuous part of such vessel; and a royal salute shall be fired from her on their going on board, and on their leaving her; and every other ship or vessel of war present shall fire a royal salute, on the royal standard, the flag

of the Lord High Admiral, and the union jack being hoisted: and all the ships and vessels of war present shall fire such further royal salutes on their Majesties quitting the ship, or passing in their boats, or on such other occasions as the commanding officer shall think proper to direct."

The following additional Articles are to be inserted in the said chapter and section immediately after Article 2.

Article 3.—"Whenever any other of the members of the royal family shall arrive at any of the ports of the United Kingdom, they shall receive, on their first arrival, a royal salute from all his Majesty's ships then and there present; and again on their final departure."

Article 4.—"Whenever any of the members of the Royal family shall go on board any of his Majesty's ships or vessels, the royal standard shall be hoisted at the main-top-gallant-mast-head of that ship or vessel; and a royal salute shall be fired from the ship or vessel in which they have embarked, on their going on board and on their leaving the said ship or vessel."

Article 4 of the said section to be altered as follows:—"Whenever the flag of the Lord High Admiral shall be hoisted, it shall be saluted with the number of guns before ordered: and whenever the Lord High Admiral, or the Commissioners for executing the office of Lord High Admiral, shall embark on board any ship or vessel of war, such further salutes of 19 guns each salute, shall be fired, on his or their leaving the ship, as may be directed."

Article 5 of the said Section to be altered as follows:—"Whenever the flag of an Admiral of the Fleet shall be hoisted, it shall be saluted by the ship or vessel of war bearing the flag or pendant of the officer next in seniority to him, with the number of guns ordered in the foregoing scale."

Article 6 of the said Section to be altered as follows:—"Whenever any Admiral, Vice-Admiral, Rear-Admiral, or Commodore of the first Class, shall hoist his flag or broad pendant, he shall be saluted with the number of guns to which his flag or broad pendant is entitled by the said scale, by the ship or vessel of war bearing the flag or pendant of the officer next in seniority to him."

Article 7 of the said Section to be altered as follows:—"Whenever a Flag Officer or Commodore of the First Class shall hoist his flag or broad pendant in the presence of another Flag Officer or Commodore of the First Class, or shall meet another Commander or Flag Officer of the First Class, the junior of the two shall salute the senior, provided he has not been saluted by him since his being under his command, with the number of guns to which his flag or broad pendant may be entitled."

Article 10 of the said Section to be altered as follows:—"The Captain of one of his Majesty's ships shall not salute the Captain of another of his Majesty's ships in any part of the world."

In Section 3, the first Article is to be altered as follows:—"The royal standard is to be worn on board any of his Majesty's ships and vessels in which his or her Majesty shall embark, and at the same time the flag of the Lord High Admiral shall be hoisted at the fore-top-gallant-mast-head, and the union jack at the main-top-gallant-mast-head; or, if in a small vessel, the said flags shall be displayed at the most conspicuous part of the ship or vessel."

The following additional Article is to be inserted in Section 3, immediately after Article 1.

Article 2*—"The royal standard alone is to be hoisted on board any of his Majesty's ships and vessels in which any of the other members of the royal family shall embark."

Given under our hands this 4th July, 1833.

T. M. HARDY.

G. H. L. DUNDAS.

To all Commanders in Chief, Flag Officers, Captains, and Commanding Officers of his Majesty's Ships and Vessels.

By command of their Lordships,

GEORGE ELLIOT.

STATIONS OF THE ARMY ON THE 1st OF AUGUST, 1833.

AND REFERENCE TO THE FOREIGN SERVICE OF REGIMENTS.

[Prepared expressly for this Work]

Regiments and Corps.	Stations of Troops or Service Companies.	Stations of Reserve Companies.	Year of going on Foreign Service.	Year of returning from Foreign Service.	Whence returned.	Agents. British & Irish Establishment.
1st Life-gds.	Knightsbridge	.. ..	..	1816	France	Collyer
2d do. . .	Windsor	.. ..	..	1816	France	Greenwood
Rl. Horse-gds.	Regent's Park	.. ..	..	1816	France	Greenwood
1st Drag-gds	Brighton	.. ..	..	1816	France	Greenwood
2nd do. . .	Nottingham	.. ..	..	1818	France	Greenwood
3rd do. . .	Birmingham	.. ..	..	1814	Spain	Collyer
4th do. . .	Cahir	.. ..	..	1813	Portugal	Col. & Cane
5th do. . .	Dublin	.. ..	..	1814	Spain	Gr. & Cane
6th do. . .	Dundalk	.. ..	..	1808	Buen. Ayres	Col. & Cane
7th do. . .	Ballincollig	.. ..	..	1799	Holland	Col. & Cane
1st Dragoons	Exeter	.. ..	..	1816	France	Hopkinson
2nd do. . .	York	.. ..	..	1816	France	Greenwood
3rd do. . .	Ipswich	.. ..	..	1818	France	Hopkinson
4th do. . .	Bombay	.. ..	1822	..	..	Hopkinson
6th do. . .	Edinburgh	.. ..	..	1816	France	Greenwood
7th Hussars	Hamilton	.. ..	..	1818	France	Greenwood
8th do. . .	Gloucester	.. ..	..	1823	Bengal	Hopkinson
9th Lancers	Longford	.. ..	..	1813	Portugal	Gr. & Ar.
10th Hussars	Newbridge	.. ..	..	1828	Portugal	Gr. & Cane
11th Lt. Drag.	Bengal	.. ..	1819	..	..	Collyer
12th Lancers	Manchester	.. ..	..	1828	Portugal	Greenwood
13th Lt. Drag.	Madras	.. ..	1819	..	..	Greenwood
14th do. . .	Dublin	.. ..	..	1814	Spain	Gr. & Ar.
15th Hussars	Kilkenny	.. ..	..	1816	France	Gr. & Ar.
16th Lancers	Bengal	.. ..	1822	..	..	Greenwood
17th do. . .	Hounslow	.. ..	..	1823	Bombay	Hopkinson
Gr. Gds. 1st bat.	Westminster	.. ..	..	1828	Portugal	..
.. 2d bat.	Knightsbridge	.. ..	..	1818	France	..
.. 3d bat.	Windsor	.. ..	..	1818	France	..
Coldst. 1st bat.	King's Mews	.. ..	..	1814	France	..
Gds. 2d bat.	Dublin	.. ..	..	1818	France	Greenwood
Sc. Fy. 1st bat.	The Tower	.. ..	..	1814	France	..
Gds. 2d bat.	Portman St.	.. ..	..	1828	Portugal	..
1st Ft. 1st bat.	St. Lucia	Stirling	1826	..	..	..
.. 2d bat	Glasgow	.. ..	..	1831	Madras	..
2nd do. . .	Bombay	Chatham	1825	..	..	Ashley
3rd do. . .	Bengal	Chatham	1828	..	..	Greenwood
4th do. . .	N. S. Wales	Chatham	1832	..	..	Greenwood
5th do. . .	Gibraltar	Templemore	1831	..	..	Gr. & Atk.
6th do. . .	Bombay	Chatham	1821	..	..	Greenwood
7th do. . .	Malta	Portsmouth	1825	..	..	Greenwood
8th do. . .	Bermuda	Stockport	1830	..	..	Greenwood
9th do. . .	Mauritius	Fermoy	1832	..	..	Gr. & Ar.
10th do. . .	Corfu	Fermoy	1826	..	..	Gr. & Ar.
11th do. . .	Zante	Brecon	1826	..	..	Hopkinson
12th do. . .	Gibraltar	Portsmouth	1823	..	..	Greenwood
13th do. . .	Bengal	Chatham	1822	..	..	Greenwood
14th do. . .	Athlone	.. ..	..	1831	Bengal	Gr. & Ar.
15th do. . .	Montreal	Carlisle	1827	..	..	Greenwood
16th do. . .	Bengal	Chatham	1819	..	..	Kirkland
17th do. . .	N. S. Wales	Chatham	1830	..	..	Greenwood

Regiments and Corps.	Stations of Troops or Service Companies.	Stations of Reserve Companies.	Year of going on Foreign Service.	Year of returning from Foreign Service.	Whence returned.	Agents. British & Irish Establishment.
18th Foot . . .	Haydock Lodge		1826	1832	Corfu	Greenwood
19th do. . .	Trinidad	Sunderland	1826			Greenwood
20th do. . .	Bombay	Chatham	1819			Greenwood
21st do. . .	Chatham			1827	St. Vincent	Greenwood
22nd do. . .	Jamaica	Plymouth	1826			Greenwood
23rd do. . .	Gibraltar	Clonmel	1823			Gr. & Ar.
24th do. . .	Montreal	Tynemouth	1829			Collyer
25th do. . .	Demerara	Berwick	1826			Greenwood
26th do. . .	Bengal	Chatham	1828			Lawrie
27th do. . .	Castlebar			1831	Barbadoes	Gr. & Ar.
28th do. . .	Cork			1830	Corfu	Wat. & Ar.
29th do. . .	Mauritius	Cork	1826			Gr. & Ar.
30th do. . .	Castlebar			1829	Madras	Gr. & Ar.
31st do. . .	Bengal	Chatham	1825			Greenwood
32nd do. . .	Quebec	Limerick	1830			Hop. & Cane
33rd do. . .	Weedon			1832	Jamaica	Greenwood
34th do. . .	N. Brunswick	Drogheda	1829			Gr. & Cane
35th do. . .	Blackburn			1832	Barbadoes	Greenwood
36th do. . .	Antigua	Cork	1833			Pice & Ar.
37th do. . .	Jamaica	Nenagh	1830			Law. & Cane
38th do. . .	Bengal	Chatham	1818			Greenwood
39th do. . .	Madras	Chatham	1827			Greenwood
40th do. . .	Bombay	Chatham	1824			Lawrie
41st do. . .	Madras	Chatham	1822			Greenwood
42nd do. . .	Malta	Greenlaw	1823			Greenwood
43rd do. . .	Castle Comer			1830	Gibraltar	Gr. & Ar.
44th do. . .	Bengal	Chatham	1822			Greenwood
45th do. . .	Madras	Chatham	1819			Greenwood
46th do. . .	At Sea	Chatham	1813			Greenwood
47th do. . .	Newry			1829	Bengal	Gr. & Ar.
48th do. . .	Madras	Chatham	1817			Greenwood
49th do. . .	Bengal	Chatham	1822			Greenwood
50th do. . .	Chatham*			1827	Jamaica	Greenwood
51st do. . .	Corfu	Gosport	1821			Kukani
52nd do. . .	Armagh			1831	Halifax N.S.	Gr. & Cane
53rd do. . .	Gibraltar	Hull	1809			Greenwood
54th do. . .	Madras	Chatham	1819			Greenwood
55th do. . .	Madras	Chatham	1821			Greenwood
56th do. . .	Jamaica	Kinsale	1831			Gr. & Ar.
57th do. . .	Madras	Chatham	1825			Greenwood
58th do. . .	Ceylon	Buttevant	1828			Gr. & Ar.
59th do. . .	Dublin			1829	Bengal	Gr. & Ar.
60th do. 1st bat.	Gibraltar	Galway	1830			Gr. & Ar.
2d bat.	Templemore			1829	Berbice	Gr. & Ar.
61st do. . .	Ceylon	Cork	1828			Gr. & Ar.
62nd do. . .	Madras	Chatham	1830			Greenwood
63rd do. . .	N. S. Wales	Chatham	1829			Collyer
64th do. . .	Clare Castle			1828	Gibraltar	Gr. & Ar.
65th do. . .	Barbadoes	Limerick	1829			Gr. & Ar.
66th do. . .	Kingston, U.C.	Wexford	1827			Gr. & Ar.
67th do. . .	Barbadoes	Limerick	1831			Gr. & Ar.
68th do. . .	Dublin			1829	J. Canada	Hopk. & Ca.
69th do. . .	St. Vincent	Kinsale	1831			Kirk. & Ca.
70th do. . .	Waterford			1827	Canada	Gr. & Ca.
71st do. . .	Bermuda	Fort George	1824			Pice
72nd do. . .	Cape of G.H.	Perth	1828			Greenwood
73rd do. . .	Malta	Jersey	1827			Lawrie

* Ordered by Detachments to New South Wales. † Ordered to Cape of Good Hope.

Regiments and Corps.	Stations of Troops or Service Companies.	Stations of Reserve Companies.	Year of going on Foreign Service.	Year of returning from Foreign Service.	Whence returned.	Agents British & Irish Establishment
74th Foot . . .	Dublin . . .		..	1830	Bermuda	Hop. & Ar.
75th do. . . .	Cape of G. H.	Bristol . . .	1830			Greenwood
76th do. . . .	Kinsale . . .			1827	Canada .	Gr. & Ar.
77th do. . . .	Jamaica* . .	Tralee . . .	1824			Gr. & Ar.
78th do. . . .	Ceylon . . .	Paisley . . .	1826			Hill
79th do. . . .	York U. C. .	Dundee . . .	1825			Lawrie
80th do. . . .	Stirling . . .		..	1831	Cephalouia	Gr. & Ca.
81st do. . . .	Templemore .		..	1831	Bermuda	Gr. & Ar.
82nd do. . . .	Edinburgh . .		..	1832	Mauritius	Lawrie
83rd do. . . .	Limerick . . .		..	1829	Ceylon	Gr & Ar.
84th do. . . .	Jamaica . . .	Gosport . . .	1827			Greenwood
85th do. . . .	Manchester . .		..	1831	Malta	Greenwood
86th do. . . .	Berbice . . .	Portsmouth .	1826			Greenwood
87th do. . . .	Mauritius . .	Devonport . .	1831			Greenwood
88th do. . . .	Corfu . . .	Sheerness . .	1825			Greenwood
89th do. . . .	Devonport . .		..	1831	Madras	Greenwood
90th do. . . .	Dublin . . .		..	1831	Corfu	Gr. & Ar.
91st do. . . .	Mullingar . .		..	1831	Jamaica	Hop. & Ca.
92nd do. . . .	Fermoy . . .		..	1827	Jamaica	Gr. & Ar.
93rd do. . . .	Barbadoes* .	Aberdeen . .	1823			Greenwood
94th do. . . .	Malta . . .	Chatham . .	1824			Kirkland
95th do. . . .	Corfu . . .	Chatham . .	1824			Lawrie
96th do. . . .	Halifax, N.S.	Sheerness . .	1821			Greenwood
97th do. . . .	Ceylon . . .	Fermoy . . .	1825			Gr. & Ca.
98th do. . . .	Cape of G. H.	Plymouth . .	1825			Greenwood
99th do. . . .	Mauritius . .	Drogheda . .	1825			Gr. & Ca.
Rifle B. { 1st bt.	Halifax, N.S.	Chatham . .	1825			Greenwood
{ 2d bt.	Corfu . . .	Dover . . .	1826			Greenwood
Rl. Staff Corps.	Hythe . . .			Detachments various periods.		
REGIMENTAL AGENTS.						
1st West Ind. Regiment . . .	Trinidad . . .	Agents Greenwood	Armit, Borough, & Co. Leinster-st. Dublin.			
2nd do. . . .	N. Providence	Greenwood	Ashley, James, 135, Regent-street.			
Ceylon Rifle Regiment . . .	Ceylon . . .	Kirkland	Atkinson, John, Ely-place, Dublin.			
Cape Mounted Riflemen . . .	Cape of G. H.	Kirkland	Cane, Richard, & Co. Dawson-st. Dublin.			
Royal African Colon. Corps . . .	Sierra Leone .	Kirkland	Collyer, G. S., Park-place, St. James's.			
R. Newfoundland Veteran Companies . . .	Newfoundland	Kirkland	Greenwood, Cox, Hammersley, and Cox, Craig's-point.			
Royal Malta Fencibles . . .	Malta . . .	Kirkland	Hill, Charles, St. James's-place.			
Hopkinson, Barton, & Kayvet, Regent-st.						
Kirkland, J. (Gen. Agent,) 80, Pall Mall.						
Lawrie, John, Robert-street, Adelphi.						
Price, W. F., 34, Craven-st., Strand.						
Watson, W. 63, Charlotte-st., Portland-pl.						
GENERAL AGENTS FOR THE RECRUITING SERVICE.						
Great Britain—John Kirkland, Esq. 80, Pall Mall.						
Ireland—Sir Bagenall W. Burdett, Bart., Dublin.						
AGENTS FOR THE DECCAN PRIZE MONEY.						
Lieut.-Col. Arbuthnot and John Kirkland, Esq—Office, 80, Pall Mall.						
N. B.—A reference to the List of Agents will explain the Abbreviations.						

* To return to England early in 1834.

† Ordered to East Indies.

PROMOTIONS AND APPOINTMENTS.

NAVY.

PROMOTIONS.

CAPTAIN.

Charles Hotham.

COMMANDER.

R. W. Dunlop (retired.)

LIEUTENANTS.

J. Morkett.
T. Anson.

APPOINTMENTS.

COMMANDERS.

Hope.....Racer.
M. Sweny.....Vernon.
H. Roteler.....Coast Guard.
J. Burncy.....Wasp.

LIEUTENANTS.

H. Broadhead.....Forte.
H. Bagot.....Caledonia.
Hon. G. F. Hastings.....Excellent.
— Stevens (acting).....Pluto steamer.
M. Dixon.....Ocean.
R. B. Watson.....Vernon.
H. Tausse.....Challenger.
R. H. Elliott.....Endymion.
C. L. Powis.....Ditto.
E. Lake.....Caledonia.
J. Pyke.....Caster.
J. R. Dacres.....St Vincent.
M. Arundel.....Aetna.
A. Montgomery.....Orestes.
J. S. M. Watson.....Lively, rev. cr.
J. Riddell.....Fox, rev. cr.
R. Taylor.....Victorine, rev. cr.
J. Steame.....Sprightly, rev. cr.
R. Percival.....Coast Guard.
R. Dowse.....Do.
W. L. Stephens.....Do.
G. B. Bunbury.....Do.
J. Shambler.....Do.
W. Laje.....Do.
F. Patton.....Rapid.
J. M. C. Clive.....Challenger.
H. W. Parnell.....Racer.

MASTER.

J. Napier.....Ocean.
J. E. Northcote.....Nimrod.

SURGEONS.

J. B. Hutton.....Racehorse.
J. Wesley.....Racer.

ASSISTANT SURGEONS.

J. M. Brown.....R. Sovereign yt.
J. Dunlop.....Britannia.
J. Robertson.....Belvidera.
H. T. Hammond (sup.).....Victory.
J. Sloune.....Forte.
H. Liddell.....Talavera.
J. Bowler.....Swan, cutter.
R. Handyside.....Victory.
C. Rankile.....Racer.

PURSEERS.

J. Martyn.....Endymion.
A. H. Gilbert.....Racer.

ROYAL MARINES.

PROMOTIONS.

SECOND LIEUTENANTS

J. P. Stevens.
R. C. Spalding.

APPOINTMENTS.

FIRST LIEUTENANTS.

E. Bathurst.....Endymion.
T. P. Dwyer.....Undaunted.

SECOND LIEUTENANTS

W. Cosser.....Belvidera.
J. Wade.....Endymion.

ARMY.

WAR OFFICE, JUNE 28, 1833.

8th Light Dragoon.—Coronet R. De Salis, to be Lieut. by p. vice Sir W. L. Young, who ret.; Maj. G. L. Menon, Gent. to be Cornet, by p. vice De Salis.

9th Light Dragoon.—Coronet Sir J. Hapley, Bart. to be Lieut. by p. vice Campbell, who ret.

46th Foot.—Lieut. C. F. Button, to be Capt. without p. vice G. Ingram, dec.

47th Foot.—Capt. Newcome, from h. p. unat. to be Capt. vice J. Sandes, who exch. rec. diff.

58th Foot.—G. P. Hume, Gent. to be Ensign, by p. vice R. E. W. Horton, who ret.

60th Foot.—Second-Lieut. W. F. Bedford, to be First Lieut. by p. vice W. T. Gun, who retires; S. G. Bunbury, Gent. to be Second-Lieut. by p. vice Bedford.

68th Foot.—Lieut. L. Bayly, to be Capt. by p. vice W. Gibson, who retires. Ensign J. B. Parkinson, to be Lieut. by p. vice Bayly; H. Smyth, Gent. to be Ensign, by p. vice Parkinson.

82d Foot.—Lieut.-Col. F. C. Phillips, from h. p. unat. to be Lieut.-Colonel, vice Balfour, who ret.

98th Foot.—Ensign C. H. Kennedy, to be Lieut. by p. vice A. Browne, who retires; C. Hart, Gent. to be Ensign, by p. vice Kennedy.

11th attached.—Brevet Lieut. Col. J. J. Snodgrass, from 94th regt. to be Lieut.-Col. by p.

Memorandum.—The name of the Ensign appointed to the 71st Foot, in the Gazette of the 21st instant, is William Wilkieson, and not William Wilkinson.

Memorandum.—His Majesty has been graciously pleased to approve of the 2d Regiment of Foot, or Queen's Royals, being permitted to bear the word "Vimiera" upon its colours and appointments, in commemoration of the gallantry displayed by that regiment in the battle of Vimiera, on the 21st August, 1808, also the word "Corunna," in commemoration of the bravery evinced by the regiment in the action before Corunna, on the 16th January, 1809.

OFFICE OF ORDINANCE, JUNE 27.

Royal Regiment of Artillery.—The following Gentlemen Cadets are promoted to the rank of Second-Lieutenants:—C. L. Fitzgerald, vice Stace, prom.; G. H. Hawker, vice Fisher, prom.; G. D. Warburton, vice Ormsby, prom.; F. R. Cocks, vice Taylor, prom.; R. M. Rogers, vice Maclean, prom.; R. Harvey, vice Young, prom.; W. F. Crofton, vice Jones, dec.; H. E. Morrill, vice Askwith, prom.; T. Wilkins, vice Dunlap, prom.; W. T. Crawford, vice Dick, prom.

WAR-OFFICE, JULY 5.

3d Light Drag.—R. Smith, Gent to be Cornet, by p. vice Yerbury, prom. in the 9th Light Drag.

9th Light Drag.—Cornet J. W. Yerbury, from 3d Light Drag, to be Lieut. by p. vice Goodhead, prom.

1st Foot.—Assist.-Surg. S. Dickson has been permitted to resign his commission.

6th Foot.—Gentleman Cadet R. W. M.L. Fraser, from the Royal Mill. College, to be Ensign, without p. vice Young, dec.

12th Foot.—Staff-Assist.-Surg. A. McGrigor, to be Assist.-Surg. vice Gallico, app. to the Staff.

13th Foot.—Lieut. E. Inge, from h. p. 18th Foot, to be Lieut. vice C. Millar, whose app. has not taken place.

15th Foot.—Ensign J. A. Cole, to be Lieut. with p. vice J. Blair, dec.; Gentleman Cadet H. B. F. Dickinson, from Royal Mill. College, to be Ensign, vice Cole.

21st Foot.—Ensign P. T. R. White, to be Lieut. without p. vice A. Grueber, dec.; Gent. Cadet F. J. Thomas, from Royal Mill. College, to be Ensign, vice White.

39th Foot.—Ensign B. G. Layard, to be Lieut. without p. vice C. Cox, dec.; Ensign J. Sutherland, from h. p. 26th Foot, to be Ensign, vice Layard.

40th Foot.—To be Captains by purchase:—Lieut. F. Coddington, vice W. Serjantson, who retires; Lieut. H. R. Connor, vice Coddington, whose promotion, vice Butler, has been cancelled; Ensign J. Todd, vice Connor, to be Lieut.; W. Wheeler Baker, Gent. to be Ensign, by p. vice Todd.

44th Foot.—Lieut. G. J. Burslem, to be Capt. by p. vice R. Smith, who retires; Ensign J. Dunne, to be Lieut. by p. vice Burslem; D. T. Grant, Gent. to be Ensign, by p. vice Dunne.

49th Foot.—Ensign J. M. Montgomery, to be Lieut. without p. vice Marshall, dec.; Ensign and Adjut. A. McEwen, to have the rank of Lieut.; Ensign R. Ransome, from h. p. 11th Foot, to be Ensign, vice Montgomery.

57th Foot.—Lieut. A. Cumming, from h. p. 26th Foot, to be Lieut. vice T. Porter, whose app. has not taken place.

60th Foot.—Capt. H. Seymour, from h. p. 25th Light Drag, to be Capt. vice J. W. Cross, who dec.

61st Foot.—Major P. Taylor, from h. p. unat. to be Major, vice M. Annesley, who dec. rec. the diff.

78th Foot.—Ensign W. Fisher, to be Lieut. by p. vice W. M. Pickthorn, who retires; R. Sheldes, Gent. to be Ensign, by p. vice Fisher.

82d Foot.—Major T. Hogarth, to be Lieut.-Col. by p. vice Phillips, who retires; Capt. J. McKay, to be Major, by p. vice Hogarth; Capt. J. Dorian, from h. p. unat. to be Capt. vice McKay.

94th Foot.—Capt. H. R. Milner, to be Major, by p. vice Snodgrass, prom.; Capt. R. M. Lockwood, from h. p. Portuguese service, to be Capt. vice Milner.

99th Foot.—Lieut. J. Nicholson, to be Capt. by p. vice W. Barton, who retires; Ensign R. H. Walker, to be Lieut. by p. vice Nicholson; E. D. Collins, Gent. to be Ensign, by p. vice Walker.

Rifle Brigade.—Second-Lieut. A. Munro, to be First-Lieut. by p. vice Shirley, prom.; A. Earl of Cassillis, to be Second-Lieut. by p. vice Munro.

Unattached.—To be Captains by purchase:—Lieut. B. Broadhead, from the Light Dragoons; Lieut. H. Shirley, from Rifle Brigade.

Hospital Staff.—A. Stewart, M.D. from h. p. to be Assist. Spectator of Hospitals; J. Stuart, Gent. to be Staff-Assist.-Surg. vice McGrigor, app. to the 12th Foot.

Memorandum.—The date of Lieut. F. W. Smith's commission, in the 40th Foot, is Dec. 24, 1832, and not March 22, 1833.

Royal Sherwood Foresters, or Nottinghamshire Regiment of Militia.—Sir T. W. Whit, Bart. to be Lieut.-Colonel vice R. Focklington, resigned.

The King's Regt. of Cheshire Yeomanry Cavalry.—Thomas Marshall, Gent. to be Lieut. vice Chautler, resigned.

JULY 12.

7th Drag. Guards.—Cornet George Augustus F. Cunyngame, to be Lieut. by p. vice Sir John Lewis Duntze, who retires; Cornet Childers Henry Thompson, from 11th Light Drag, to be Cornet, vice Cunyngame.

8th Regt. Light Drag.—Cornet Thomas Wm. Selby Lowndes, to be Lieut. by p. vice John King, who retires; Edmund Mostyn, Gent. to be Cornet, by p. vice Lowndes.

9th Light Drag.—James Johnson, Gent. to be Cornet, by p. vice Sir Joseph Hagley, Bart. promoted.

11th Light Drag.—Wellington Anderson Rose, Gent. to be Cornet, by p. vice Childers Henry Thompson, app. to the 7th Drag. Guards.

1st Foot.—Staff-Assist.-Surg. James Millar, M.D. to be Assist.-Surg. vice Samuel Dickson, resigned.

7th Foot.—Lieut. Daniel Barton, to be Capt. by p. vice Cecil La Touche, who retires; Second-Lieut. George P. Malcolm, from the Rifle Brigade, to be Lieut. by p. vice Barton.

14th Foot.—Capt. Bingley Broadhead, from h. p. unat. to be Capt. vice Kenneth McKenzie, who exch. rec. the diff.

20th Foot.—Ensign Archibald Stewart, from Royal Newfoundland Veteran Companies, to be Lieut. by p. vice William Heron, whose app. has not taken place.

28th Foot.—Lieutenant Frederick Wimbledon Priestly Parier, to be Capt. by p. vice Charles Ruxton, who retires; Ensign William Cadell, to be Lieut. by p. vice Parier; Hallam D'Arcy Kyle, Gent. to be Ensign, by p. vice Cadell.

34th Foot.—Ensign and Adjut. Thomas Wm. Howe, to have the rank of Lieut.

40th Foot.—Ensign Wm. Brydges Bowen, from h. p. unat. to be Ensign, vice Baker, app. to the 49th regt.

45th Foot.—Ensign George Moorhouse Metcalfe, to be Lieut. by p. vice Coke, prom.; John Jerningham, Gent. to be Ensign, by p. vice Metcalfe.

50th Foot.—Ensign William P. R. Browne, to be Lieut. without p. vice John Malcolm, dec.

To be Ensigns.—Ensign William Wheeler Baker, from the 40th regt. vice Browne; George Francis Bartley, Gent. by p. vice Ransome, who retires.

52d Foot.—Gentleman Cadet Villiers Aubone Surtees, from the Royal Mill. College, to be Ensign, by p. vice Forbes, prom.

60th Foot.—Capt. Peter Esau, from h. p. unat. to be Capt. vice Henry Seymour, who retires; Staff-Assist.-Surg. William Scott McCreddie, to be Assist.-Surg. vice William Scott McCreddie, who retires upon h.

76th Foot.—Major John Clark, to be Lieut.-Col. without p. vice William, dec.; Capt. Joseph Clarke, to be Major, vice John Clarke; Lieut. Samuel Blow Ross, to be Capt. vice Clarke.

82d Foot.—Lieut. George Ogle Moore, to be Capt. by p. vice Doran, who retires; Ensign James Brash, to be Lieut. by p. vice Moore; Daniel Watson, Gent. to be Ensign, by p. vice Brash.

88th Foot.—Capt. Horatio Shirley, from h. p. unat. to be Capt. paying the diff. vice Gower, app. to the Rifle Brigade.

94th Foot.—Lieut. Thomas Tulloch, to be Capt. by p. vice Lockwood, who retires; Ensign William Francis Webster, to be Lieut. by p. vice Tulloch; Stephen Percy Gieves, Gent. to be Ensign, by p. vice Webster.

96th Foot.—Lieut. Robert Sherbourne Murray, from h. p. ~~unat.~~ to be Lieut. vice Edward Sutherland, who exch.

Rifle Brigade.—Capt. Edw. Leveson Gower, from 88th regt. to be Capt. vice John Woodford, who retires upon h. p. ~~unat.~~ rec. the diff.; Gent. Cadet Alfred H. Horsford, from the Royal Mill. College, to be Second-Lieut. by p. vice Malcolm, prom. to the 7th Foot.

3d West India Regt.—Lieut. William Edward Stanley, to be Capt. by p. vice William M'Vicar, who retires; Ensign Robert Hunter, to be Lieut. by p. vice Stanley; James Edward Boggis, Gent. to be Ensign, by p. vice Hunter.

Royal Newfoundland Veteran Companies.—Ensign John Nicholls, from h. p. of the 97th regt. to be Ensign, vice Stewart, prom. in the 20th Foot.

Unattached.—Lieut. Edward Thomas Coke, from the 45th regt. to be Capt. by p.; Ensign the Hon. John Forbes, from the 52d regt. to be Lieut. by p.

Garrisons.—Lieut. Edward Sutherland, upon h. p. to be Town Adjutant to Cape Breton, vice Schwartz, dec.

Hospital Staff.—Staff Assist.-Surg. William Dawson, M.D. from h. p. to be Staff Assist.-Surg. vice Odell, app. to the 60th regt.; Grigor Stewart, Gent. to be Staff-Assist.-Surg. vice Millar, app. to the 1st regt.

Memoranda.—The date of Lieut. General Sir John Byng's app. to be Governor of Londonderry and Culmore, is the 15th of June, 1832, and not the 17th of July, 1832.

The Christian names of Ensign Cuddy, of the 55th regt. are William Holland Lecty Daniel.

Lieut. Thomas Porter, upon h. p. ~~unat.~~ has been permitted to retire from the service, by the sale of an ~~unat.~~ commission.

JULY 19.

3d Regt. of Light Drag.—Lieut. John Wm. Yerbury, from the 9th Drag. to be Lieut. vice Roger Coghlan, who exch.

9th Light Drag.—Lieut. Roger Coghlan, from

the 3d Lt. Drag. to be Lieut. vice Yerbury, who exch.

19th Foot.—Capt. Wm. Woven Rooke, from the h. p. ~~unat.~~ to be Capt. vice Morgan James Jenkins, who exch. rec. the diff.

39th Foot.—Lieut. Wm. Yorke Moore, to be Capt. by p. vice Charles Sturt, who retires.

To be Lieutenants:—Ensign Robert Newport Tinley, by p. vice Moore; Lieut. Charles Bushie Clark, from the h. p. of the 1st Foot, vice Spier, whose app. has not taken place.

To be Ensigns by purchase:—Edward Bligh, Gent. vice Tinley; Thomas White, Gent. vice Sutherland, who retires.

40th Foot.—Ensign James Frederick Elton, to be Lieut. by p. vice James Todd, whose prom. has not taken place.

47th Foot.—Lieut. Charles Lane, to be Capt. without p. vice Webber, dec.; Ensign John James Duff H. Macdonald, to be Lieut. vice Lane; Gentleman Cadet Henry Bridges, from the Royal Mill. College, to be Ensign, vice Macdonald.

63d Foot.—Ensign George Brookes Pratt, to be Lieut. by p. vice William White Barrow, who retires; Thomas Harries, Gent. to be Ensign, by p. vice Pratt.

Memorandum.—The appointment of William Wheeler Baker, Gent. to an Ensigncy in the 40th Foot, is vice Elton, promoted, and not vice Todd, as stated.

The Christian name of Ensign Watson, of the 82d Foot, is David, and not Daniel.

OFFICE OF ORDNANCE, JULY 19.

Royal Regt. of Artillery.—Second Captain H. Pester, to be Adjut. vice Saunders, who resigns the Adjutancy only; Second-Lieut. C. Chatham, to be First-Lieut. vice Mallock, resigned.

Durham Militia.—G. Allen, Gent. to be Lieut. Tynaston Corps of Yeomanry Cavalry.—J. Bunter, Esq. to be Capt., P. H. Radher, Gent. to be Lieut.

Worcestershire Yeomanry Cavalry.—J. H. Galton, Gent. to be Lieut. vice Cutler, res.; R. Hemming, Gent. to be ditto, vice Holyoake, prom.; J. Simcox, Gent. to be Ensign, vice Mollott, res.; G. Sheward, Gent. to be Assist.-Surg. vice Stephenson, deceased.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

At Ceylon, the Lady of Major E. Chinnery, 61st regt. of a son.

May 19, at Montreal, Lower Canada, the Lady of Capt. Cuthbert, 15th regt. of a son.

At Plymouth, the Lady of Major Frederick Croft, 1st of a son.

June 22d, in Dublin, the Lady of Capt. H. Beville, 5th Dragon Guards, of a daughter.

At Talce, the Lady of Lieut. M. O'Connell, R.N. of a son.

At Woodville, the Lady of Major-General Sir Hopton, K.C.B. of a son.

June 24, at Bath, the Lady of Geo. Benzeley, R.N. of a son.

At Elm Grove, the Lady of Capt. Hewet, R.M. of a son.

June 26, at Tullamore, the Lady of Capt. A. Dillon, 6th regt. of a son.

June 29th, at Richmond, the Lady of Major R. H. Close, of a daughter.

June 29, at Chatham, the Lady of Captain Peattie, 21st Fusiliers, of a daughter.

July 1, at Berkeley Lodge, Bosham, the Right Hon. Lady J. G. Lennox, of a son.

July 3, at Patrimoine, Jersey, the Lady of Capt. Holt, R.N. of a son.

July 8, at No. 2, Wilton-street, the Lady of Capt. F. Vernon Harcourt, R.E. of a daughter.

July 9, the Lady of Joseph Ballingall, Esq. Naval Storekeeper, Bermuda, of a daughter.

July 10, the Lady of Lieut. Robert Dushwood, R.E. of a daughter.

July 12, at Clarence Cottage, Southsea, the Lady of Dr. Alexander Stewart, Surgeon to the Forces, of a daughter.

July 13, at Edinburgh, Lady Greenock, of a daughter.

July 16, at the Hermitage, Hambledon, the Lady of Capt. H. Richards, of a son.

At Jamaica, the Lady of Lieut.-Col. Elford, Dep. Q.-Master, of a son.

In Prussia, the Lady of Major-General C. Brown, of a son.

In Paris, the Lady of W. A. Ches, 60th, or King's Royal Rifles, of a son.

MARRIAGES.

June 25, at Christ Church, Marylebone, Capt. S. F. Glover, 19th regt. to Georgiana, second daughter of the late Hon. Lord Charles, Henry Somerset, and niece to his Grace the Duke of Beaufort, K.G.

At Sligo, M. Devitt, Esq. M.D. of half pay of the 47th regt. to Anne, youngest daughter of the late Hugh O'Brien, Esq. of that town.

June 27, at All Souls, Marylebone, Lieut.-Col. Farquharson, 7th Royal Fusiliers, to Thomasine, daughter of T. Nasmyth, Esq. late of Jamaica.

Capt. Lemoine, of the R. H. A. only son of the late Major-General Lemoine, R. A., to Amelia, eldest daughter of the late Major-Gen. Mans, of the same regt.

At Glasnevin Church, Capt. John Carter, R.N. to Julia, eldest dau. of W. P. Georges, Esq. At Claines, Worcestershire, Lieut J. Thomas, 80th regt. eldest son of the late Lieutenant-Col. Thomas, of the 28th regt. to Matiana, only daughter of the late Richard Ingram, Esq. of the White Ladies, in the same county.

July 2, at St James's Church, Capt. Charles Crespien Vivian, 7th Hussars, eldest son of Lieut. Gen. Sir Hussey Vivian, Barr. commander of the forces in Ireland, to Miss Scott, niece of the Earl of Meath.

At Liphook, Lieut. H. Binsard, R. N. to Emily, third daughter of J. Fuller, Esq.

July 6, at Kingston, near Moulbury, Devon, Lieut. Sheil, 59th regt. to Miss Margaret Aysford, youngest daughter of the late Arthur Wise, Esq. of the same place.

At Portsmouth, Dr. Sinclair, Assistant-Surgeon, 48th regt. to Elizabeth Sarah, youngest daughter of Henry Duncan, Esq. Surgeon, Portsmouth.

At Wexford, Captain Gardner, of the 1st West India Regt. to Constantia Eliza, eldest daughter of the late Major-General Trevor Hull, formerly of the 62d regt.

July 10, Lieut. R. Bullin, R.N. to Elizabeth, second dau. of Mr James Greenway, Canada.

At Sidmouth, Capt. Neffam, R.N. to Elizabeth, youngest daughter of the late Col. Nicholas Bayly, brother of the late Earl of Exbridge.

July 17, at Chatham, Capt. R. Thornbury, of the 54th regt. to Mary Ann Elizabeth, only daughter of Capt. Paterson, 6th regt.

At Canterbury, Capt. J. G. Dalhousie Taylor, 13th Light Infantry, to Sarah, daughter of W. Knysset, Isle of Wight.

July 21, at St Paul's, Covent Garden, Lieut. Robert Wright, R.A., to Miss Morrison, of Leith.

DEATHS.

COLONEL.

Oct. 15, Burnett, E. I. Comp. Service.

LIEUTENANT COLONELS.

Sept. 29, Glass, E. I. Comp. Service, France, do.

MAJORS.

Dec. 21, Eagar, 31st foot, Kurnaul, Bengal.

May 12, Colles, Royal Mar. London.

CAPTAINS.

Dec. 22, Ingram, 46th foot, Goondlarampullce, Madras.

June 20, Hawkins, h.p. Royal Art. 10th Hon.

May 2, Madden, h.p. Royal Mar. Portsmouth.

June 4, Dawson, h.p. Taitelton's Drag.

May 24, Fouker, h.p. unat.

LIEUTENANTS.

June 19, Griebner, 31st foot, Ghangemon, Killullen, Ireland.

Jan. 1, Marshall, 39th foot, Fort William, Bengal.

May 10, Falconer, late of Royal Sappers and Miners, Scotland.

— 37, — — — — — 1st foot.

Jan. 1, Macdonald, h.p. 38th foot.

May 20, Sutcliffe, 31st h.p. 60th foot.

ENSIGN.

Boere, Afr. Corps, Africa.

QUARTERMASTERS.

May 21, Seales, h.p. 6th Dr Gds.

— 22, M'Guire, h.p. 25th Dr.

June 1, Pale, h.p. 100th foot.

Sept. 4, Watson, h.p. Glengary Fenc.

April 2, Durrant, h.p. New Fenc. Cav.

SURGEON.

May 25, Macartney, 81st foot, M'Guire's Bridge, Co. Fermanagh.

G. Chenye Grant, Esq., aged 77, the oldest purser in the navy, having acted as such in 1775. He was purser of the Monmouth in the Nore mutiny, and in Duncan's action off Camperdown.

In Edinburgh, Capt. John Mundell, R.N.

At Taplow, Bucks, Colonel M. Williamson Browne, Hon. E. I. C. Artillery.

Doctor Morgan Finucane, surg. R.N.

May 25, at Montreal, Lieut. J. Blair, 15th regt.

June 24th, Lieut. Col. O'Hara, C.B. formerly of the 93d regt.

June 25th, at Edinburgh, the Rev. J. Andrew, Principal of the Hon. East India Company's Military Seminary at Addiscombe.

June 28 at Wootton-Basset, aged 66, Richard Goddard, Esq., senior Post-Office, R.N.

June 29, Lieut.-Gen. Thomas William, fourth Earl of Pomfret, in the 63d year of his age.

July 1, at Clancoodle, near Bandon, Lieut.-Col. Edward Gillman, late of the 81st regt.

July 3, at Sturges, James Reed, Esq., Secretary to the Capt. Superintendent of that port.

July 6, at St. Albans's Place, Pall-Mall, Capt. Charles Julius Kerr, R.N.

at Sutton-Benger, Wiltshire, Major-General G. Bownes, of the Hon. E. I. C. service.

July 8th, in Dublin, Capt. A. Webber, 47th regt. A.D.C. to Lieut.-Gen. Sir Hussey Vivian, commanding the forces in Ireland. The circumstances which led to this melancholy event are thus recorded in the Irish papers: Captain Webber was riding along the road to the Zoological Gardens, through the Phoenix Park, Dublin, mounted on a spirited horse; he was approached by a hacking-coach driven at a furious pace. Captain Webber called out to the coachman, but in vain, to slack his speed. The consequence of the latter not attending to the call was, the captain's horse coming in forcible contact with the carriage, when both the horse and his rider were thrown, and the wheels of the vehicle, passing over the head of the ill-fated gentleman, mangled it in a shocking manner. He was carried soon after the dreadful accident to St. James's Hospital, where every surgical aid was promptly administered; but the sufferer only survived a few hours. The lady and two children of the deceased were walking in the Zoological Gardens at the time when the lamentable catastrophe took place. The jury who composed the coroner's inquest, returned the following verdict: "We find that the deceased came by his death in consequence of an injury which he received on the head by a fall from his horse. The jury are further of opinion that no blame is attached to the coachman for not pulling up his horses sooner than he did, which, by the evidence, it appears he might have done, as Captain Webber called on him to do so." For the last two years Capt. Webber has been an extra aide-de-camp to Sir Hussey Vivian, and on the very morning of his death he received the official intimation of being permanently placed on the list.

July 8, at Heavittree, Mary, the wife of Capt. Huhne, Royal Eng. and only daughter of John Huhne, Esq. of Mill's Court House, Exeter.

July 10th, at his residence in the Dockyard, Plymouth, Richard M'Guire, Esq., surgeon of that establishment, aged 53.

At Westgate, Chichester, Lieut. W. H. Boyce, R.N., aged 49.

July 13th, at Blackbrook, near Fareham, Major Edward Jervoise Ridge, C.B. formerly of the Hon. E. I. Company's 4th regt Native Cavalry, and son of the late Thomas Ridge, of Kilmiston, in this county.

July 18th, at Haslar Hospital, Lieut. Purcell, R.N., lately of his Majesty's ship Victory.

METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

MAY. 1833.	St. s Thermometer.		At 3 P. M.			Pluvio- meter Inches.	Evapora- tor Inches.	Winds at 3 P. M.
	Maxim. Degrees.	Minim. Degrees.	Barom. Inches.	Thermo. Degrees	Hygrom. Paris.			
1	54.8	46.2	29.63	51.3	508	.030	.082	S.S.E. gentle br. showery
2	58.5	49.4	29.75	56.2	465	—	.085	W. by N. mod. & cloudy
3	64.3	51.7	29.84	63.0	438	—	.100	S.W. fine afternoon
4	70.5	53.6	29.97	70.5	350	.060	.140	W by S. lt. br and fine
5	74.8	59.4	30.35	65.0	423	—	.155	N N.E. a beautiful day
6	67.6	58.0	30.43	65.3	382	—	.150	S.E. light breezes, & lazy
7	68.4	57.3	30.25	66.0	403	—	.136	N.E. gentle br. and fine
8	69.7	57.0	30.06	68.3	415	—	.100	W by N. lt. airs, fine day
9	68.6	57.4	30.03	66.2	427	—	.154	N.E. lt breeze, beaut day
10	65.2	57.2	29.97	64.4	431	—	.172	N. gentle breezes & fine
11	64.6	58.0	30.12	62.8	464	—	.136	N.E. lt breeze, beaut day
12	69.2	57.4	30.12	66.0	452	—	.170	S.S.W. gent br. fine day
13	69.5	57.2	30.10	66.4	435	—	.184	S.W. mod. br. & cloudy
14	68.3	58.3	30.12	65.8	438	—	.167	N.E. lt. airs, fine day
15	72.3	62.2	29.91	71.8	395	—	.182	E. by N. breeze, fine day
16	72.8	62.6	29.89	72.4	392	—	.200	E.N.E. mod. br. beaut day
17	74.4	62.5	29.94	73.5	387	.010	.165	N. by E. fr. br. and clear
18	72.3	63.7	30.24	68.8	381	—	.178	N.W. lt. br. fine day
19	68.0	61.3	30.17	62.8	404	—	.162	N. by E. squally, it shows
20	69.6	58.7	30.25	67.6	378	.156	.162	E.N.E. mod. br. & fine
21	69.3	56.8	30.32	64.6	332	—	.192	S.E. lt. airs, beaut day
22	70.7	56.5	30.35	69.0	354	—	.216	E.S.E. lt. br. fine throughout
23	71.4	60.1	30.36	70.6	378	—	.240	E.N.E. mod. br. beaut day
24	72.5	60.3	30.21	71.8	379	—	.256	E.S.E. lt. br. & beaut day
25	69.6	64.0	30.08	67.3	378	—	.110	N.E. variable & squally
26	66.2	60.8	30.27	63.8	355	—	.215	N.N.W. lt. breezes & fine
27	65.8	56.7	30.22	64.5	360	—	.200	N.N.E. mod. br. cloudy
28	67.5	51.4	30.19	66.2	368	—	.186	E.N.E. fresh breezes
29	67.4	55.3	30.16	65.6	376	—	.150	N.N.E. fresh br. & cloudy
30	66.7	55.2	30.25	65.2	357	—	.297	N.E. by N. lt. br. beaut day
31	68.4	54.5	30.12	63.4	345	—	.172	E by N. mod. br. & fine.
JUNE 1833.								
1	71.3	53.7	30.00	70.4	331	—	.278	E.S.E. fresh breezes & fine
2	69.0	62.0	29.63	66.4	384	—	.160	W. light wind & cloudy
3	68.3	60.3	29.55	66.8	352	.340	.192	S.W. light breezes & fine
4	66.3	56.8	29.62	64.8	379	—	.185	E. by N. light airs & fine
5	66.0	56.0	29.76	63.3	400	—	.160	S.W. moderate breezes
6	67.3	58.3	29.82	65.9	390	—	.185	S.S.W. light winds & fine
7	70.2	61.6	30.03	68.0	376	—	.156	S.W. mod. br. beaut. day
8	69.0	60.9	30.21	66.1	368	—	.195	S.S.W. light airs & cloudy
9	73.1	60.0	30.06	71.1	365	—	.206	W. by N. lt. winds, & fine
10	70.6	59.5	29.77	70.3	391	—	.150	W. by S. mod. br. beaut. day
11	64.0	58.3	29.70	64.0	373	.120	.147	S.W. to S.E. blowing a gale
12	60.6	58.4	29.76	60.4	390	—	.135	W. by S. with v. light squalls
13	61.1	57.0	29.40	61.1	433	—	.135	S.S.W. mod. br. & cloudy
14	62.6	59.4	29.63	60.3	456	.042	.146	N.E. fr. breezes & cloudy
15	64.4	57.3	29.70	61.5	464	.156	.172	N.W. mod. br. & cloudy
16	64.2	55.8	29.76	61.8	492	.110	.105	S.W. light br. with squalls
17	64.7	57.8	29.84	60.5	470	.063	.173	W.S.W. fr. br. fine day
18	66.1	56.9	30.06	66.1	439	—	.186	S.W. mod. br. fine day
19	62.2	59.0	29.98	62.2	480	.250	.075	S. by W. light w. & fair
20	65.3	57.6	29.96	63.8	437	.120	.000	S.S.W. mod. br. shower
21	67.0	57.7	29.94	68.7	395	.133	.082	S.W. fresh br. & cloudy
22	65.5	55.4	29.63	63.3	408	—	.147	S.S.W. fr. br. & cloudy
23	68.4	53.6	29.53	59.4	415	.333	.180	W. by N. mod. br. & squalls
24	62.8	53.7	29.70	61.0	434	—	.166	W. by N. fr. beaut. day
25	64.7	54.5	29.88	64.4	439	—	.172	S.W. mod. br. & fine
26	60.3	57.0	29.66	60.3	488	—	.135	N.W. fr. w. & squalls
27	61.7	58.1	29.83	61.4	495	.175	.124	S.W. mod. br. & fine
28	65.3	57.2	29.73	64.8	467	—	.144	S.E. mod. br. & clear
29	65.7	58.6	29.82	65.4	456	—	.186	S.W. fr. br. with squalls
30	66.3	59.8	29.88	66.3	423	—	.195	S.W. mod. gales, fine day

